

US 395 TRANSPORTATION CONCEPT REPORT



CALTRANS DISTRICT 9


Office of System Planning
May, 2000

U.S HIGHWAY 395
TRANSPORTATION CONCEPT REPORT


BY
CALTRANS
DISTRICT 9

May 2000

APPROVAL RECOMMENDED:


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6/2/00
DATE

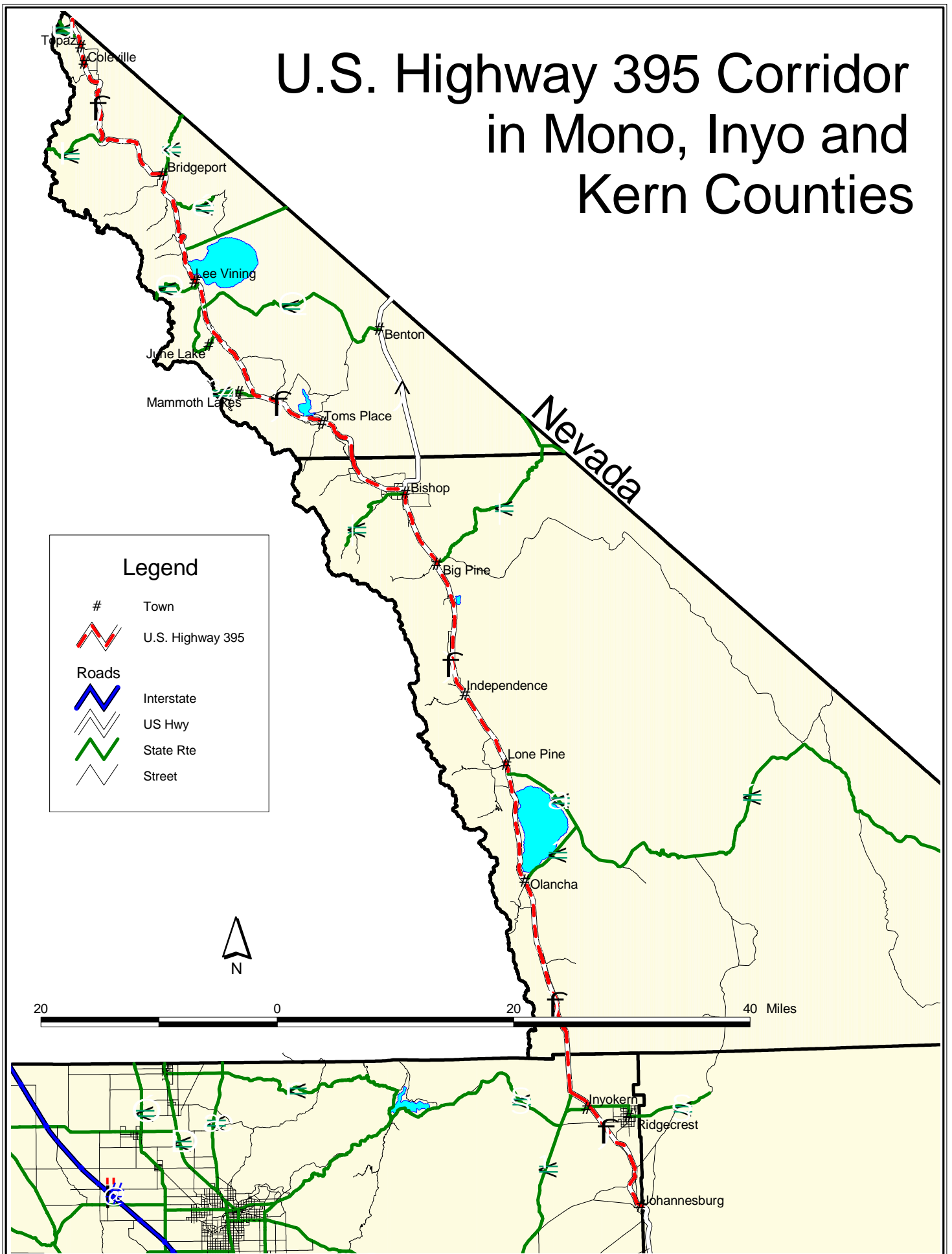

THOMAS P. HALLENBECK, Director
District 9
California Department of Transportation

6/2/00
DATE

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U.S. Highway 395 Corridor in Mono, Inyo and Kern Counties



Executive Summary

INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a twenty-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goal for the development of the transportation corridor in terms of level of service (LOS) and type of facilities, and broadly identifies the improvements needed to reach those goals.

This Transportation Corridor Report was prepared by the District 9 Transportation Planning Branch in cooperation with local and regional agencies. Facility information (e.g., roadway widths, number of lanes) contained in this document represents a preliminary planning approach to identifying candidate improvements and to determining estimated costs.

All information in this report is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning and design.

FORMAT

The format for the TCR has changed from its previous fully narrative report format to a more concise database-oriented format. This new format was designed to streamline information and to better provide a usable, easily updateable platform for computerized access.

CONCEPT RATIONALE

US 395 is part of a major interregional transportation system connecting four states. The facility spans California, Nevada, Oregon, and Washington; in California it extends from Interstate 15 in the South to the Nevada border at Topaz Lake and then reenters California near Hallelujah Junction, and then to the Oregon border in the North. Within the District, US 395 and State Route 14 constitute the major north-south corridor and the lifeline to the entire region, from the San Bernardino and Kern County lines to the Nevada/California Border near Topaz. It serves local residents and recreational travel from Southern California to the Eastern Sierra region and Western Central Nevada. State Highway 14 and US 395 are essential to the health and growth of the Eastern Sierra Region. It is of vital importance to the area's economic health that a high level of service be maintained along these routes. The current level of service is exceptional and unlikely to degrade on most of the facility over the next 20 years.

Referring to the US 395 segment map in Appendix I, segments I and II (from the San Bernardino County line to the Inyo County line) will need to be expanded to a 4-lane facility to reach or maintain the concept level of service (LOS) of B. The 20-year concept facility for these segments is a 4-lane expressway; full funding for these improvements may not be available in that period. Kern County's Regional Transportation Plan identifies but does not include funding for widening to four lanes any of the current 2 lane segments during the 20 year planning horizon. LOS in these segments will drop to D during the 20-year planning period if the segments are not improved to 4 lanes.

US 395 through Inyo County will be improved to a 4-lane facility within the 20-year planning horizon. These segments will be operating at the concept LOS of B or higher, except through several of the central business districts. These areas will experience a lower LOS because of signals and reduced speed limits. Potential improvements to alleviate these central business district bottleneck areas could include alternate routes through the communities, although such improvements may not be feasible due to local opposition and high cost. If congestion and safety impacts increase as expected, further analysis of improvements in these areas will be needed.

In Mono County, US 395 is expected to be 4-laned between the Inyo/Mono County line and Lee Vining during the 20-year planning horizon. The concept LOS of B or better will be maintained in the 4-lane sections. North of Lee Vining, the concept LOS is reduced to C to reflect the change in concept facility from 4-lane expressway to fully improved 2-lane roadway with a minimum of 8 foot shoulders and passing lanes. A concept LOS of B was considered and rejected for these segments as unattainable due to the concept facility standards and topographic constraints. Some segments north of Lee Vining could be 4-laned during the 20 year planning horizon, however, lack of available funding and public support in some areas may not allow the areas to be upgraded during this period. For those areas, the LOS is expected to drop to as low as E.

Route Concept Summary

County	Segment	Post Miles	Post Kilometers	Current Facility	Current LOS	Concept Facility	Concept LOS	Page #
Kern	1	0.0 / 0.7	0 / 1.1	2LC	C	4LEXP	B	4
Kern	1-02	0.7 / 29.5	1.1 / 47.5	2LCE/PASS	C	4LEXP	B	6
Kern	2-01	29.5 / 36.8	47.5 / 59.2	4LE	A	4LEXP	B	8
Inyo	3-01	0.00 / 30.8	0 / 49.6	4LE	A	4LEXP	B	10
Inyo	3-02	30.8 / 41.6	49.6 / 66.9	2LC	D	4LEXP	B	12
Inyo	3-03	41.6 / 57.4	66.9 / 92.4	4LE	A	4LEXP	B	14
Inyo	3-04	57.4 / 57.9	92.4 / 93.2	4LC	E	4LEXP	B	16
Inyo	3-05	57.9 / 73.0	93.2 / 117.5	4LE	A	4LEXP	B	18
Inyo	3-06	73.0 / 73.8	117.5 / 118.7	4LC	E-30	4LCON	B	20
Inyo	3-07	73.8 / 99.2	118.7 / 159.6	4LE	B	4LEXP	B	22
Inyo	3-08	99.2 / 100.6	159.6 / 161.9	4LC	D-35	4LCON	B	24
Inyo	3-09	100.6 / 115.2	161.9 / 185.4	4LC	A	4LEXP	B	26
Inyo	3-10	115.2 / 118.8	185.4 / 191.1	4LC	E	4LCON	B	28
Inyo	3-11	118.8 / 129.5	191.1 / 208.4	4LC/E	A	4LEXP	B	30
Mono	4-01	0.00 / 7.5	0 / 12.1	4LC/E	A	4LEXP	B	32
Mono	4-02	7.5 / 25.8	12.1 / 41.5	4LC/E	A	4LEXP	B	34
Mono	4-03	25.8 / 44.2	41.5 / 71.1	4LC	A	4LEXP	B	36
Mono	4-04	44.2 / 51.3	71.1 / 82.5	4LC	A	4LEXP	B	38
Mono	4-05	51.3 / 52.6	82.5 / 84.6	4LC	D-35	4LCON	B	40
Mono	5-01	52.6 / 55.6	84.6 / 89.5	2LC	D	4L/2L/PASS	C	42
Mono	5-02	55.6 / 58.1	89.5 / 93.5	4LC	A	4L/2L/PASS	C	44
Mono	5-03	58.1 / 59.9	93.5 / 96.4	2LC	C	4L/2L/PASS	C	46
Mono	5-04	59.9 / 66.0	96.4 / 106.2	4LC/E	A	4L/2L/PASS	C	48
Mono	5-05	66.0 / 69.8	106.2 / 112.3	2LC	D	4L/2L/PASS	C	50
Mono	5-06	69.8 / 76.4	112.3 / 122.9	2LC	C	4L/2L/PASS	C	52
Mono	5-07	76.4 / 76.7	122.9 / 123.4	4LC	E-30	4LCON	C	54
Mono	5-08	76.7 / 86.7	123.4 / 139.5	2LC	C	4L/2L/PASS	C	56
Mono	5-09	86.7 / 88.4	139.5 / 142.2	4LC	A	4L/2L/PASS	C	58
Mono	5-10	88.4 / 96.0	142.2 / 154.5	2LC	D	4L/2L/PASS	C	60
Mono	5-11	96.0 / 106.4	154.5 / 171.2	2LC/PASS	D	4L/2L/PASS	C	62
Mono	5-12	106.4 / 107.9	171.2 / 173.6	2LC	D	4L/2L/PASS	C	64
Mono	5-13	107.9 / 111.1	173.6 / 178.8	2LC	D	4L/2L/PASS	C	66
Mono	5-14	111.1 / 111.8	178.8 / 179.9	2LC	D	4L/2L/PASS	C	68

Route Concept Summary

County	Segment	Post Miles	Post Kilometers	Current Facility	Current LOS	Concept Facility	Concept LOS	Page #
Mono	5-15	111.8/ 112.5	179.9 /181	2LC	C	4L/2L/PASS	C	70
Mono	5-16	112.5/ 114.5	181 /184.2	4LC	A	4L/2L/PASS	C	72
Mono	5-17	114.5/ 120.5	184.2 /193.9	2LC	D	4L/2L/PASS	C	74

US 395 SEGMENT FACT SHEET

Length (Km): 1.1	Length (Mi): 0.7	Segment: <u>Kern 1</u>
PKm Back: 0.0	Back PM: 0.0	Community of Johannesburg
PKm Ahead: 1.1	Ahead PM: 0.7	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional highway
<u>Present LOS</u>	C
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen to 4 lanes as funding becomes available. Widen shoulders as needed for motorists and cyclists. The Kern County Regional Transportation Plan, 1999 update, identifies the need for 4-laning US 395 from the Kern/San Bernardino County line to the junction of SR 14.

Proposed segmentation and funding schedules are as follows:

Segment 1: PM 0.0/7.0 - Funding not identified
 Segment 2: PM 7.0/11.2 - 2008/09 - 2012/13
 Segment 3: PM 11.2/15.2 - 2013/14-2017/18
 Segment 4: PM 15.2/23.0 - 2008/09 - 2012/13
 Segment 5: PM 23.0/29.3 - Funding not identified

The District 9 10-year Operational Plan lists turnouts and pullouts for KER-395-PM 0.0/36.0.

Description - Rationale - General Comments

Segment 1-01 passes through the community of Johannesburg, population 165. It is a 2-lane conventional highway with a two way left turn lane. On-street parking is allowed, and shoulders average 6' - 8' in width. The posted speed limit is 45 mph, with a school crossing zone near Oompaul Street. There are residences and commercial buildings (many of them in decline) abutting the highway.

THE FOLLOWING COMMENTS PERTAIN TO SEGMENTS 1 & 2:

Preliminary studies were completed in 1987 by Caltrans engineering staff regarding the feasibility of 4-laning the highway through the Johannesburg/Red Mountain area. The presence of underground mines near the highway may preclude 4-laning on the existing alignment. Caltrans District 8 Planning Staff is currently conducting a Corridor Study on US 395 from the junction of Interstate 15 in San Bernardino County to the State Route 14 junction in Kern County. Relative to Segment 1, this study will examine the ultimate corridor needs of US 395 in San Bernardino and Kern Counties, and the viability of the current route adoption through the area. Alternatives to the current alignment, environmental concerns, modal options, R/W preservation, and mitigation issues will be studied as well. As alternatives are developed through the course of the study, they will be incorporated into an update of this TCR.

THE FOLLOWING COMMENTS RELATE TO SEGMENTS 1, 2, 3 & 4:

Low population growth in the area is expected to continue through the 20 year planning horizon. Interregional and recreational travel is expected to grow at low to moderate rates as well. Mammoth Mountain Ski Area is planning to expand and improve its facilities and the Town of Mammoth Lakes is expecting to show increasing growth as a result. Intrawest, Inc. is planning to revitalize the town into a year-round destination resort. If these plans come to fruition, traffic along US 395 between Southern California and Mammoth Lakes may increase at a rate faster than currently predicted.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Kern County COG, Ron Brummett, Executive
Director 1401 19th St. Suite 300
Bakersfield, CA 93301
(805) 861-2191

Local/Regional LOS Standards

General Plan

Kern County General Plan,
1994 update

General Plan Standards

Concept facility: 4-lane expressway
Concept LOS: E

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Southeast Desert Air Basin

Air Quality District

Kern County Air Pollution Control District
2700 M. Street, Suite 302
Bakersfield, CA 93301
(661) 862-5250

Comments

Serious Nonattainment for ozone; Moderate nonattainment for PM₁₀ in Indian Wells Valley; attainment for CO

Land Use

Land use through Johannesburg is residential and commercial. The majority of land is owned by private landowners. Growth in the area is predicted to be flat within the 20 year planning horizon. Segments 1 & 2 serve the population centers of Ridgecrest and Inyokern, along with the military bases of China Lake Naval Weapons Center and Edwards Air Force Base. Both of these bases have experienced reductions, leading to a decrease in population and growth in the area.

Transit Services/Modal Options

RATS is a fixed route bus service operating between Randsburg, Johannesburg, and Red Mountain. Inyokern Airport is a primary non-hub regional facility offering commercial service to LAX. There is no rail service, freight or passenger, along US 395. The Southern Pacific Searles Branch crosses US 395 at PM 4.5 in Kern County. This alignment, which parallels the highway, was abandoned in the early 1980's.

Highway Log Right of Way Information

Average Median Width:	11'	Meters	3.35
Average Shoulder Widths:	6'	Meters	1.83
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

There is a two way left turn lane through this segment. On-street parking is allowed.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3650	360	0.17	C
2010	4,720	470	0.22	C
2020	5,210	520	0.24	C

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	12
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.36	Total Accident Rate	0.36
F+ I Accident Rate vs Statewide Avg.	0.54	Total Accident Rate vs Statewide Avg.	0.27

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Kern County Regional Transportation Plan, 1996
Kern County General Plan - Land Use, Open Space and Conservation Elements, 1994

Environmental Concerns

The federal and or state protected species that may be impacted by highway improvement projects in this area are the 1) certain bat species dwelling in abandoned mines, 2) desert tortoise, 3) Mojave ground squirrel, and 4) various indigenous plant species. Two additional areas of concern are the cultural/historical/archaeological resources and to obtaining required 1601 permits (Lake or Streambed alteration Agreement) from the DF&G for work within and around this area

US 395 SEGMENT FACT SHEET

Length (Km):46.3	Length (Mi):28.8	Segment: <u>Kern 1-02</u>
PKm Back: 1.1	Back PM: 0.7	2 lane section from Johannesburg to junction of SR 14/US 395
PKm Ahead: 47.5	Ahead PM: 29.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility 2 lane conventional/expressway with passing lanes.

Present LOS C

Concept Facility 4 lane expressway

Concept LOS B

Ultimate Facility 4 lane expressway

Route Concept Improvements

Widen to 4 lane expressway as funding becomes available. Widen shoulders as needed for clear zone recovery and bicycles. Kern County Regional Transportation Plan, 1999 update, identifies the need for 4-laning US 395 from the Kern/San Bernardino County line to the junction of SR 14. Safety and operational concerns indicate the need for a grade separated intersection at S. China Lake Blvd. Proposed segmentation and funding schedules are as follows:

Segment 1: PM 0.0/7.0 - Funding not identified
 Segment 2: PM 7.0/11.2 - 2008/09 - 2012/13
 Segment 3: PM 11.2/15.2 - 2013/14-2017/18
 Segment 4: PM 15.2/23.0 - 2008/09 - 2012/13
 Segment 5: PM 23.0/29.3 - Funding not identified

The District 9 10-year Operational Plan lists turnouts and pullouts for KER-395-PM 0.0/36.0.

Description - Rationale - General Comments

Segment 1-2 is a 2 lane undivided conventional highway from PM 0.7/14.5, and expressway from PM 14.5/29.5. Terrain is rolling through the segment with grades ranging from 1 - 4%, until north of approximately PM 17.5, where the terrain distinctly flattens out. Lane widths are 12' and shoulders range from 2' - 4'. An at-grade railroad crossing is located at PM 4.5. Garlock Rd (PM 5.1) provides access to SR 14. The posted speed limit is 65 mph. The junction of US 395 and SR 14 is located at PM 29.5. There is a diamond interchange providing access to Ridgecrest via SR 178 at PM 23.5.

There are two passing/truck climbing lanes located in this segment:

PM 5.8/6.8, a truck climbing is present in the northbound lanes.

PM 2.3/3.2 - NB/SB passing lanes

Call boxes are located along the highway at 1 mile intervals throughout the segment. Open range for cattle is allowed. Access to China Lake Naval Weapons Center is provided via China Lake Blvd at PM 15.2.

THE FOLLOWING COMMENTS PERTAIN TO SEGMENT 1:

Preliminary studies were completed in 1987 by Caltrans engineering staff regarding the feasibility of 4-laning the highway through the Johannesburg/Red Mountain area. The presence of underground mines near the highway may preclude 4-laning on the existing alignment. Caltrans District 8 Planning Staff is currently conducting a Corridor Study on US 395 from the junction of Interstate 15 in San Bernardino County to the State Route 14 junction in Kern County. Relative to Segment 1, this study will examine the ultimate corridor needs of US 395 in Kern County, and the viability of the current route adoption through the area. Alternatives to the current alignment, environmental concerns, modal options, R/W preservation, and mitigation issues will be studied as well. As alternatives are developed through the course of the study, they will be incorporated into an update of this TCR.

THE FOLLOWING COMMENTS RELATE TO SEGMENTS 1, 2, 3 & 4:

Low population growth in the area is expected to continue through the 20 year planning horizon. Interregional and recreational travel is expected to grow at low to moderate rates as well. Mammoth Mountain Ski Area is planning to expand and improve its facilities and the Town of Mammoth Lakes is expecting to show increasing growth as a result. Intrawest, Inc. is planning to revitalize the town into a year-round destination resort. If these plans come to fruition, traffic along U.S. 395 between Southern California and Mammoth Lakes may increase at a rate faster than currently predicted.

Programmed Projects

A four-lane expressway project from PM14.8 to PM23.0 (Inyokern 4-lane) has been programmed through Project Approval and Environmental Document phase.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Kern County COG, Ron Brummett, Executive
Director 1401 19th St. Suite 300
Bakersfield, CA 93301
(805) 861-2191

Local/Regional LOS Standards

General Plan

Kern County General Plan,
1994 update

General Plan Standards

Concept facility: 4-lane expressway
Concept LOS: E

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Southeast Desert Air Basin

Air Quality District

Kern County Air Pollution Control District
2700 M. Street, Suite 302
Bakersfield, CA 93301
(661) 862-5250

Comments

Serious Nonattainment for ozone; Moderate nonattainment for PM₁₀ in the Indian Wells Valley; attainment for CO.

Land Use

Land use along this segment is mostly undeveloped open space with grazing allowed. BLM is the primary landholder, with parcels of private land existing in scattered locations. Residential areas are sparse until north of PM 20.5, where rural residential/ranching land use prevails. Segments 1 & 2 serve the population centers of Ridgecrest and Inyokern, along with the military facilities at China Lake Naval Weapons Center and Edwards Air Force Base. Both of these bases have experienced reductions, leading to a decrease in population and growth in the areas.

Transit Services/Modal Options

RATS is a fixed route bus service operating between Randsburg, Johannesburg, and Red Mountain. Inyokern Airport is a primary non-hub regional facility offering commercial service to LAX. There is no rail (freight or passenger) service, along US 395. The Southern Pacific Searles Branch crosses US 395 at PM 4.5 in Kern County. This alignment, which parallels the highway, was abandoned in the early 1980's.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

400' R/W corridor exists through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,850	410	0.33	C
2010	4,980	530	0.42	D
2020	5,500	590	0.47	D

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	8
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.26	Total Accident Rate	0.50
F+ I Accident Rate vs Statewide Avg.	0.59	Total Accident Rate vs Statewide Avg.	0.60

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Truck traffic volumes show a spike to 28.2% of the total traffic volume at the SR 178/US 395 junction. A direct influence is the City of Ridgecrest, accessed from SR 178.

Bibliography, Special Studies/Reports

Kern County Regional Transportation Plan, 1996
Kern County General Plan - Land Use, Open Space and Conservation Elements, 1994

Environmental Concerns

This project area should remain on the current general alignment with a 100 foot divided median to avoid critical impacts to federal and or state protected species, cultural/historical/archaeological resources, and streambeds. A 1601 Permit (Lake or Streambed Alteration Agreement) from the DF&G will be required for this improvement project area. The endangered species of concern are the 1) desert tortoise, 2) Mojave ground squirrel, and 3) various indigenous plant species

US 395 SEGMENT FACT SHEET

Length (Km): 11.7	Length (Mi): 7.3	Segment: <u>Kern 2-01</u>
PKm Back: 47.5	Back PM: 29.5	Junction of SR 14/US 395 to Kern/Inyo County line
PKm Ahead: 59.2	Ahead PM: 36.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

No capacity-enhancing improvements are needed for Segment 2-1 at this time. Widen shoulders as needed for motorists and bicycles.

The District 9 10-year Operational Plan lists turnouts and pullouts for KER-395-PM 0.0/36.0.

Description - Rationale - General Comments

Segment 2-01 is a 4 lane divided expressway with a variable median of about 70', 12' lanes and 10' shoulders. It traverses generally level terrain surrounded by rural residences and undeveloped open space. A changeable message sign is located at PM 31.5, on the east side of the roadway. Call boxes are located along the highway at 1 mile intervals throughout the segment.

THE FOLLOWING COMMENTS RELATE TO SEGMENTS 1, 2, 3 & 4:

Low population growth in the area is expected to continue through the 20 year planning horizon. Interregional and recreational travel is expected to grow at low to moderate rates as well. Mammoth Mountain Ski Area is planning to expand and improve its facilities and the Town of Mammoth Lakes is expecting to show increasing growth as a result. IntraWest, Inc. is planning to revitalize the town into a year-round destination resort. If these plans come to fruition, traffic along US 395 between Southern California and Mammoth Lakes may increase at a rate faster than currently predicted.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Kern County COG, Ron Brummett, Executive
Director 1401 19th St. Suite 300
Bakersfield, CA 93301
(805) 861-2191

Local/Regional LOS Standards

General Plan

Kern County General Plan,
1994 update

General Plan Standards

Concept facility :4-lane expressway
Concept LOS: E

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Southeast Desert Air Basin

Air Quality District

Kern County Air Pollution Control District
2700 M. Street, Suite 302
Bakersfield, CA 93301
(661) 862-5250

Comments

Serious Nonattainment for ozone; Moderate Nonattainment for PM₁₀ in Indian Wells Valley; Attainment for CO

Land Use

Land use through this segment is rural residential/ranching and undeveloped open space.

Transit Services/Modal Options

RATS is a dial- a-ride service operating in Ridgecrest and offering fixed route service to Inyokern, Randsburg, Johannesburg, and Red Mountain.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Inyokern Airport is a primary non-hub regional facility offering commercial service to LAX.

Highway Log Right of Way Information

RW Comments General:

Average Median Width:	70'	Meters	21.34
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,000	820	0.12	A
2010	6,470	1,060	0.15	A
2020	7,150	1,170	0.17	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	12
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.17	Total Accident Rate	0.29
F+ I Accident Rate vs Statewide Avg.	0.28	Total Accident Rate vs Statewide Avg.	0.18

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Kern County Regional Transportation Plan, 1996
Kern County General Plan - Land Use, Open Space and Conservation Elements, 1994

Environmental Concerns

No planned improvements. No environmental impacts.

US 395 SEGMENT FACT SHEET

Length (Km): 49.6	Length (Mi): 30.8	Segment: <u>Inyo 3-01</u>
PKm Back: 0.0	Back PM: 0.00	4 lane section from Kern/Inyo County line to south of Olantha
PKm Ahead: 49.6	Ahead PM: 30.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders to 10' where needed, keeping cyclists in mind. Convert any conventional highway sections to expressway standards. The Level of Service (LOS) of this section is currently within the route concept, and should continue to be within the 20 year planning horizon.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.0.

Description - Rationale - General Comments

US 395 is a divided 4-lane expressway through this segment. Shoulder widths range from 4' -10' . The terrain is generally rolling through this area with the exception of two grades. Little Lake Grade has maximum grades of 3.5%, Dunmovin Grade averages 3-4%, with a 0.3 mi. stretch up to 6% grade. A truck climbing lane may be warranted on the upgrade side of Dunmovin Grade if traffic increases faster than currently predicted. The elevation at the south end of the segment is 2720', and rises to 4000' at Haiwee Reservoir. The posted speed limit is 65 mph. Coso Roadside Rest Area is located at PM 17.9 on the east side of the highway. Wind warning signs are posted along this section, and winds in the area have caused high profile vehicles to blow over and the highway to be closed.

THE FOLLOWING COMMENTS RELATE TO SEGMENTS 1, 2, 3 & 4:

Low population growth in the area is expected to continue through the 20 year planning horizon. Interregional and recreational travel is expected to grow at low to moderate rates as well. Mammoth Mountain Ski Area is planning to expand and improve its facilities and the Town of Mammoth Lakes is expecting to show increasing growth as a result. Intrawest, Inc. is planning to revitalize the town into a year-round destination resort. If these plans come to fruition, traffic along U.S. 395 between Southern California and Mammoth Lakes may increase at a rate faster than currently predicted. Growth in Inyo and Mono Counties is limited by land ownership. Most of the land is federally owned; private lands in Inyo and Mono Counties are a limited resource amounting to less than five percent of the total land area. According to the General Plans, controlled growth and expansion is expected to occur in and adjacent to existing communities. The Coso Rest Area will be enlarged and rehabilitated.

Programmed Projects

2000 SHOPP Candidate: INY-395-PM0.0/11.0-Little Lake Rehab. Dig outs, crack seal, AC overlay Construction year 2001/02 Cost: \$29,550.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
moderate non-attainment (federal standards) for PM₁₀

Land Use

Most of the land adjacent to this segment is owned by the BLM, with pockets of privately owned land in scattered locations. Undeveloped open space and agriculture/ranching are the primary land uses. Several small rural communities are accessed from this segment, including Dunsmuir, Coso, Sage Flat, Little Lake and Pearsonville.

Populated areas are sparse throughout southern Inyo County, with an average density of 1.7 persons per square mile. Recreation, agriculture, and public land uses are the major activities. Most of the land is designated as open space recreational by the Inyo County General Plan Land Use element.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	99'	Meters	30.18
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

The majority of this segment is a divided expressway with 100' divided median, 12' lanes, and 10' shoulders. It is a conventional highway for the first 0.7 mi., at Pearsonville.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,250	910	0.13	A
2010	6,790	1,180	0.17	A
2020	7,500	1,300	0.19	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	11
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.24	Total Accident Rate	0.42
F+ I Accident Rate vs Statewide Avg.	0.88	Total Accident Rate vs Statewide Avg.	0.76

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

5+ axle trucks account for 70% of the total truck volume.

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are the 1) chub fish, 2) desert tortoise, 3) Mojave ground squirrel, and 4) various indigenous plant species. Other identified areas of concern will be the protection of riparian/wetlands, cultural/historical/archaeological resources, and 4(f) or conservancy properties within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 17.4	Length (Mi): 10.8	Segment: <u>Inyo 3-02</u>
PKm Back: 49.6	Back PM: 30.8	2 lane section through Olancha/Cartago to the south end of the Ash Creek 4 lane.
PKm Ahead: 66.9	Ahead PM: 41.6	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen to 4 lanes. Widen shoulders as needed and maintain for motorists and bicycles.

The Olancha/Cartago Project Study Report - Environmental Only (PSR - EO) defines alternatives to build a 4-lane facility through this segment. This project was submitted during the 1998 STIP Amendment cycle as a jointly funded RTIP/ITIP project, with Kern, Inyo, and Mono counties pooling RTIP funds, along with 40% of the funds from ITIP.

Construction of a 4 lane conventional/expressway will bring this segment up to the currently defined concept facility.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.0.

Description - Rationale - General Comments

The existing roadway is a 2-lane undivided conventional highway with 12' lanes and 4' paved shoulders. A bi-directional passing lane is located from PM 39.8/40.3. Passing opportunities are restricted by barrier striping through approximately 58% of this segment. Elevations through this segment range from 3540' to 3840'. The communities of Olancha and Cartago are located along this segment. Speed limits are reduced through these areas to 55 mph. The junction of US 395 and SR 190 to Death Valley is located at PM 34.7.

With the construction of the Olancha/Cartago 4-lane (a 1998 STIP Amendment project), the concept facility of 4 lanes for US 395 in Inyo County will be met. The completion of the 4-lane facility will bring the LOS up to A for the 20 year planning period. Without improvement, this segment will deteriorate to LOS E by 2010. It is currently operating at LOS D. Peak Month ADTs through this segment range from 11,000 to 12,900 vehicles per day, second only to peak month volumes recorded in the Bishop CBD area.

The Olancha/Cartago PSR - EO, completed in January 1999, considered four alternatives to the existing alignment. Alternative 1 would construct a 4-lane all paved highway on the existing alignment, Alternative 2 calls for a 4-lane divided expressway east of the existing alignment, Alternative 3 would build a 4-lane expressway west of the current highway. The fourth alternative was not addressed in the PSR, but calls for considering the existing alignment for one direction of travel through Olancha and Cartago and constructing a new alignment for the opposite direction around Olancha and Cartago. Additional alternatives may be addressed during the Project Approval and Environmental Document or during the Value Analysis phase.

Programmed Projects

1998 STIP amendment project: INY-395-30.8/41.649.6. Olancha/Cartago 4-lane. Realign to 4 lane expressway. Funded for PA & ED only.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C, concept facility 4 lane
conventional/expressway

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

The communities of Olancho and Cartago are located within this segment. Both have a combined population of approximately 540 people. Rural residential and commercial land use designations exist along the highway through the communities. Just south of Olancho, the majority of land ownership adjacent to the highway is private. Plans for a microbrewery at PM 31.5 have been approved by the County. The center of Olancho is sited along the junction of US 395 and SR 190. LADWP owns most of the land next to the highway. Highway oriented businesses and scattered residential dwellings are located intermittently along about 4 miles of US 395.

Private land ownership dominates between Olancho and Cartago. On the east side of the highway, grazing/ranching land use is prevalent. A water bottling plant operated by Crystal Geyser is located at PM 36.2, just north of Cartago. BLM, LADWP, State Lands Commission and private land holdings dominate north of Cartago.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,700	1,000	0.50	D
2010	7,370	1,290	0.62	E
2020	8,140	1,420	0.68	E

Calculation Factors

% Traffic growth		% Trucks:	11
per year (0-10 yrs):	2	% RVs:	8
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.28	Total Accident Rate	0.45
F+ I Accident Rate vs Statewide Avg.	0.60	Total Accident Rate vs Statewide Avg.	0.51

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

5+ axle trucks account for 70% of the total truck volume.

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
GBUAPCD Owens Valley PM₁₀ Planning Area, Demonstration of Attainment, State Implementation Plan. March, 1997
Olancho/Cartago PSR (EO), 1999

Environmental Concerns

This improvement project is currently underway for a complete build-out and 20 year rehabilitation. The environmental process is currently underway. The endangered species of concern are the 1) chub fish, 2) desert tortoise, 3) Mojave ground squirrel, and 4) various indigenous plant species. Other identified areas of concern will be the protection of riparian/wetlands, cultural/historical/archaeological resources, 4(f) or conservancy properties, within and around this project.

US 395 SEGMENT FACT SHEET

Length (Km): 25.4	Length (Mi): 15.8	Segment: <u>Inyo 3-03</u>
PKm Back: 66.9	Back PM: 41.6	4 lane section (after STIP improvement) from Ash Creek to south end of Lone Pine
PKm Ahead: 92.4	Ahead PM: 57.4	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane expressway (after STIP improvement)
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

After the completion of the Ash Creek and Lone Pine 4-lane projects, this segment will fulfill the concept facility standards designated for this route. It will continue to operate at or above the concept LOS of B during the 20 year planning horizon. After completion of project maintain shoulders as needed for bicycles.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.0.

Description - Rationale - General Comments

Segment 3-03 begins at the south end of the Ash Creek 4-lane (PM 41.3/45.6). This STIP project will widen the existing 2-lane highway to a 4-lane divided expressway that will connect to the existing 4-lane facility at PM 45.3. Construction will be completed by Fall of 2000.

North of the Ash Creek 4-lane project, the highway is a 4-lane divided expressway from PM 45.3/50.3, transitioning into a 4-lane all-paved conventional road with a 4' median from PM 50.3/53.3. It is a divided expressway again at PM 53.3 to the south end of the Lone Pine 4-lane, at PM 54.9.

The terrain throughout this segment is generally level, with rolling areas in the 4-lane sections near Owens Lake (dry). Dust from Owens Lake occasionally blows across the highway, limiting visibility and causing the area to be classified as "serious non-attainment" for PM₁₀ (particulate matter less than or equal to 10 microns in diameter). Blowing dust has caused US 395 to be closed periodically. The Air Quality District is negotiating with the City of Los Angeles Department of Water and Power to put mitigation measures in place for dust control.

Programmed Projects

1998 STIP: INY-395-PM 41.3/45.6. Ash Creek 4-lane - convert to 4-lane expressway.
Construction year: 1998/99. Cost: \$9,042,000

1998 STIP: INY-395-PM 54.6/57.4. Lone Pine 4-lane - convert to 4-lane expressway.
Construction year: 1998/99. Cost: \$4,185,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

BLM owns the majority of land adjacent to this segment. Tribal land (Lone Pine Reservation) is adjacent to the highway from Teya Road (PM 56.8) to just north of Burkhart Road (PM 57.1). LADWP and private ownership exists in pockets as well. Undeveloped open space and agriculture/ranching land use dominates.

Owens Dry Lake, most of which is owned by the State of California and managed by the State Lands Commission, is immediately adjacent to the highway to the east.

The Lone Pine Airport, a county maintained facility providing charter service only, is located at PM 56.6.

The Eastern Sierra Interagency Visitor center is located at the junction of SR 136 and US 395. This is a popular stop for tourists with an interest in Mount Whitney and Death Valley. Diaz Lake Recreation Area, a popular boating and camping spot, is located at PM 54.5, accessed directly from east side of the highway.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

The Lone Pine airport is General Aviation facility with a Community functional classification.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

The median widths in spot locations are less than 100'.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	6100	1150	0.17	A
2010	7,890	1,490	0.22	A
2020	8,720	1,650	0.24	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	11
% Traffic growth per year (10-20 yrs):	1	% RVs:	8%
		% Buses:	1%
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.16	Total Accident Rate	0.33
F+ I Accident Rate vs Statewide Avg.	0.44	Total Accident Rate vs Statewide Avg.	0.45

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

77.2% of the trucks are 5+ axle trucks

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
GBUAPCD Owens Valley PM₁₀ Planning Area, Demonstration of Attainment, State
Implementation Plan. March, 1997
Ash Creek 4-lane PSR
Lone Pine 4-lane PSR

Environmental Concerns

The environmental document has been completed. The tule elk is the environmental concern within this project area. See environmental document for details.

There are no further immediate plans for any additional improvements on this segment after the completion of the current improvement work.

US 395 SEGMENT FACT SHEET

Length (Km): 0.8	Length (Mi): 0.5	Segment: <u>Inyo 3-04</u>
PKm Back: 92.4	Back PM: 57.4	Lone Pine Central Business District
PKm Ahead: 93.2	Ahead PM: 57.9	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	E
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This segment is currently operating below the concept LOS of B set for US 395 because of speed restrictions through the Central Business District (CBD). Operational and safety improvements such as access management, channelization, and parking restrictions may alleviate some congestion. Ultimately, formal studies with public hearings should be conducted to consider the long term operational status and design of this segment of highway. The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.

Description - Rationale - General Comments

This segment of US 395 serves as the main street through the Lone Pine CBD. It is a 4-lane undivided conventional highway. On-street parking is allowed, and the shoulders average 8' in width. Average lane widths are 12'. A four-way traffic signal is located at Whitney Portal Rd, and several pedestrian crosswalks are located throughout the CBD. Sidewalks are present on both sides of the roadway.

The posted speed limit through Lone Pine is 25 mph, which restricts the LOS to E. Peak month ADTs through this segment range from 10,200 to 12,100 vehicles per day. Current conditions, including on-street parking, numerous access points, and the high concentration of commercial and residential land use along the roadway prohibits the achievement of a higher LOS.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

This segment passes through the community of Lone Pine. Dense commercial and residential land use prevails. Lone Pine is the gateway town to Mount Whitney and Death Valley. Several county and USFS campgrounds are accessed from Whitney Portal Road. This road also provides access to the Mount Whitney Trailhead.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

On-street parking is allowed through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	6,000	1,150	0.17	E
2010	7,760	1,490	0.22	E
2020	8,570	1,650	0.24	E

Calculation Factors

% Traffic growth		% Trucks:	11
per year (0-10 yrs):	2	% RVs:	8
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.60	Total Accident Rate	3.31
F+ I Accident Rate vs Statewide Avg.	0.87	Total Accident Rate vs Statewide Avg.	2.25

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

LOS is reduced to E due in part to speed restrictions and signals through the CBD. (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994). The total accident rate is 225% higher than the statewide average. Analysis of collision factors reveals that 81% of the these accidents are due to speeding, improper turning movements, and failure to yield. A center left turn lane and removal of on-street parking could help in alleviating these issues.

Environmental Concerns

Cultural and historical buildings may be impacted.

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
GBUAPCD Owens Valley PM₁₀ Planning Area, Demonstration of Attainment, State Implementation Plan. March, 1997

US 395 SEGMENT FACT SHEET

Length (Km): 24.3	Length (Mi): 15.1	Segment: <u>Inyo 3-05</u>
PKm Back: 93.2	Back PM: 57.9	4 lane section (after STIP improvement) from Lone Pine CBD to south end of Independence Central
PKm Ahead: 117.5	Ahead PM: 73.0	Business District

Functional Classification: Principal Arterial				Present Facility	4 lane expressway (After STIP Improvement)
Route Designations:				Present LOS	A
NHS	YES	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.	
Freeway Expressway	YES	Scenic	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Concept Facility 4 lane expressway
STRAHNET	YES	Life Line	1	0=Non Life Line, 1=Life Line Route	Concept LOS B
Regionally Significant	YES	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.	Ultimate Facility 4 lane expressway

Route Concept Improvements

After completion of the Manzanar and Independence 4-lane projects this segment will be in concurrence with the concept facility of 4 lanes, operating at or above the Concept LOS of B.
The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.0.

Description - Rationale - General Comments

Segment 3-05 begins at the north end of the Lone Pine CBD at Willow Street. It is a 4-lane undivided conventional highway to approximately PM 58.8, then transitions into a 4-lane divided expressway with independent alignment. The Manzanar 4-lane project (PM 65.2/71.2) will continue the 4-lane divided expressway to tie into the Independence 4 lane (PM 70.3/76.3).
Construction is anticipated for Manzanar in the 2004/05 fiscal year, and for Independence in the 2005/06 fiscal year.

The Manzanar 4-lane Project Study Report lists 2 alternatives, one a 4-lane divided expressway providing direct access to Manzanar National Historic Site from the highway, and the other swinging to the east of the existing alignment, with access to Manzanar provided by median crossovers and a frontage road.

Several alternatives are being considered for the Independence project. Alternative 1 would construct a 4-lane divided highway north and south of Independence. The median would be reduced as the highway approaches Independence to an all paved roadway through the downtown area. Several variations to alternative one are being considered along with other alternatives which will be considered in the PA & ED phase.

This segment traverses mostly level terrain, and is surrounded by undeveloped open space owned primarily by LADWP.

Programmed Projects

1998 STIP: INY-395-65.2/71.2. Manzanar 4-lane. Widen to 4 lane expressway.
Construction year: 2004/05. Cost: \$19,217,000

1998 STIP: INY-396-70.3/76.3. Independence 4-lane. Widen to 4 lane expressway.
Construction year: 2005/06. Cost: \$10,951,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

The majority of the land adjacent to this segment is designated as open space recreational/natural resources, and is owned by the LADWP.

Manzanar National Historic Site, operated by the National Park Service, is located at PM 67.4.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public
transportation provider in Inyo County.
The Greyhound Bus Company has
service available once a day in each
direction between Los Angeles and
Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus
service is available.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Several different alternatives are being considered for the 4 lane projects proposed in this segment. This R/W information is based on typical design standards for 4 lane rural expressways.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5700	1100	0.16	A
2010	7,370	1,420	0.21	A
2020	8,140	1,570	0.23	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	11
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.17	Total Accident Rate	0.43
F+ I Accident Rate vs Statewide Avg.	0.33	Total Accident Rate vs Statewide Avg.	0.45

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
GBUAPCD Owens Valley PM₁₀ Planning Area, Demonstration of Attainment, State
Implementation Plan. March, 1997
Manzanar 4-lane PSR
Independence 4-lane PSR

Environmental Concerns

The environmental document is being produced. The tule elk is the major environmental concern within this project area. There are no further mediate plans for any additional improvements

US 395 SEGMENT FACT SHEET

Length (Km): 1.3	Length (Mi): 0.8	Segment: <u>Inyo 3-06</u>
PKm Back: 117.5	Back PM: 73.0	Independence Central Business District
PKm Ahead: 118.7	Ahead PM: 73.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	E-30
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Construction of the Independence 4-lane (PM 70.3/76.3) is scheduled for fiscal year 2004/05. Completion of this project will bring the segment up to the concept facility of 4 lanes and LOB of B.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.

Description - Rationale - General Comments

Segment 3-6 functions as the main street through the community of Independence, the Inyo County seat. It is a 4-lane undivided conventional highway with on-street parking. Shoulder widths are variable, ranging from 4' - 8'. No traffic signals are present, but a yellow caution light for pedestrian crossing is located at PM 73.4. Several striped crosswalks are present throughout this segment. The posted speed limit is 25 mph, restricting the LOS to E.

The Independence 4-lane PSR outlines several alternatives to the current roadway. The basic alignments considered are:

1. 4-lane all-paved section from PM 73.0/74.1. On-street parking would be eliminated to improve safety and traffic flow.
2. Westerly alignment around the town with road connections where the new roadbeds diverge from the existing alignment. The existing alignment through town would be relinquished to Inyo County and signed as Business 395.

Subsequent public meetings have resulted in additional alternatives being analyzed in the Project Report and Environmental Document. A socioeconomic impact study will be conducted in 1999.

If the westerly alignment is chosen, the LOS will improve to A or B. If the through town alternative is chosen, the LOS will remain at E, primarily due to speed restrictions.

Programmed Projects

1998 STIP: INY-395-70.3/76.3. Independence 4-lane. Widen to 4 lane expressway. Construction year: 2004/05. Cost: \$10,951,000

1998 SHOPP (Minor B): INY-395-73.0/73.3. Independence Curb. Install curb, gutter, and sidewalks. Construction year 1999/00. Cost: \$20,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
non-attainment (state and federal
standards) for PM₁₀

Land Use

Land use adjacent to this segment is designated as dense commercial/residential.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public
transportation provider in Inyo County.
The Greyhound Bus Company has
service available once a day in each
direction between Los Angeles and
Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus
service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

On-street parking is allowed through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	6000	1150	0.17	E-30
2010	7,762	1,488	0.22	E-30
2020	8,573	1,643	0.24	E-30

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	11
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split: 60/40		Terrain: LEVEL	

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.39	Total Accident Rate	0.97
F+ I Accident Rate vs Statewide Avg.	0.70	Total Accident Rate vs Statewide Avg.	0.92

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Capacity is not exceeded for this segment, as shown by the V/C ratios. LOS is reduced to E-30 due in part to speed restrictions and signals through the CBD. (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994)

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994.
GBUAPCD Owens Valley PM₁₀ Planning Area, Demonstration of Attainment, State Implementation Plan. March, 1997
Independence 4-lane PSR

US 395 SEGMENT FACT SHEET

Length (Km): 40.9	Length (Mi): 25.4	Segment: <u>Inyo 3-07</u>
PKm Back: 118.7	Back PM: 73.8	4 lane section (after STIP improvement) from Independence CBD to south end of Big Pine Central Business District
PKm Ahead: 159.6	Ahead PM: 99.2	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	1	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility 4 lane expressway (After STIP improvement)

Present LOS B

Concept Facility 4 lane expressway

Concept LOS B

Ultimate Facility 4 lane expressway

Route Concept Improvements

After construction of the Aberdeen/Blackrock (PM 77.3/91.6) and Fish Springs 4-lane (PM 90.9/99.2) projects this segment will meet the concept facility and LOS designations for US 395.
Construction of Fish Springs is scheduled for 2001/02. Aberdeen/Blackrock is planned for 2003/04.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.

Description - Rationale - General Comments

Segment 3-07 will be a 4-lane divided expressway with a 100' median, 10' shoulders and 12' lanes after completion of programmed projects. Terrain is mostly level, with a rolling section from PM 90.5 to 95.6 through the Poverty Hills area. US 395 is an officially designated Scenic Highway from PM 76.5 to 96.6.

Aberdeen/Blackrock 4-lane will connect the existing 4 lanes at the south end of the segment with the Fish Springs 4-lane at the north end. Fish Springs 4-lane will extend the 4-lane expressway into the existing 4-lane facility at the south edge of Big Pine.

With the construction of the 4-lane sections mentioned above, this segment will operate at or above the concept LOS of B.

Programmed Projects

1998 STIP: INY-395-PM 77.3/91.3. Aberdeen/Blackrock 4-lane. Widen to 4-lane expressway.
Construction year: 2003/04. Cost: \$21,440,000

1998 STIP: INY-395-PM 90.9/ 99.2 . Fish Springs 4-lane. Widen to 4-lane expressway.
Construction year: 2001/02. Cost: \$14,219,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

There is currently no development along US 395 within this segment. Adjacent land owners are LADWP, with pockets of land owned by the BLM. Tribal land (Fort Independence Reservation) is present on both sides of US 395 from Bell Access Road (PM 76.1) to Dusty Lane (PM 76.6). Tribal land is also located off the east side of the highway from Dusty Lane to Fort Independence Road (PM 77.1).

Independence Airport is accessed from this segment, just north of Independence on the east side of the highway. It is a county maintained facility providing charter service only.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available. Independence Airport is General Aviation facility, functionally classified as a Community airport.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

This information is based on typical design standards for a rural 4-lane expressway. Actual widths may vary as projects undergo construction.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5850	1100	0.16	B
2010	7,570	1,420	0.20	A
2020	8,360	1,570	0.23	A

Calculation Factors

% Traffic growth		% Trucks:	11
per year (0-10 yrs):	2	% RVs:	8
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.17	Total Accident Rate	0.40
F+ I Accident Rate vs Statewide Avg.	0.50	Total Accident Rate vs Statewide Avg.	0.62

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
Aberdeen/Blackrock 4-lane PSR, 1997
Fish Springs 4-lane PSR, 1997

Environmental Concerns

The environmental document is being produced. The tule elk are the major environmental concern within this project area. There are no further immediate plans for any additional improvements on this segment after the completion of the improvement work.

US 395 SEGMENT FACT SHEET

Length (Km): 2.3	Length (Mi): 1.4	Segment: <u>Inyo 3-08</u>
PKm Back: 159.6	Back PM: 99.2	Big Pine Central Business District
PKm Ahead: 161.9	Ahead PM: 100.6	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	D-35
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This segment is currently operating below the concept LOS of B set for US 395, due in part to speed restrictions through the Central Business District (CBD). Operational and safety improvements such as access management, channelization, two-way left-turn lanes, and parking restrictions may alleviate some congestion. A 2000 SHOPP candidate project, the Big Pine Rehab, may address some of these concerns. Maintenance of shoulders needs to be improved for bicycles.

Ultimately, formal studies with public hearings should be conducted to consider the long term operational status and design of this segment of highway.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM 0.0/129.

Description - Rationale - General Comments

Segment 3-08 functions as the main street through the Big Pine CBD. It is a 4-lane conventional highway, with on-street parking allowed. Shoulder widths vary from 10' - 11'. There is no two way left turn lane. The posted speed limit is 35 mph, restricting the LOS to D. There is a 25 mph school zone from PM 99.7/100.0. A yellow flashing caution light is located at PM 100.3, directing traffic to stop for pedestrians.

Big Pine is a community 15 miles south of Bishop with a population of approximately 1,500 people (excluding the Big Pine Reservation). Many of the residents commute to work in Bishop and Independence.

The Big Pine Rehabilitation project (PM 99.0/100.8) a 2000 SHOPP candidate project proposes to correct drainage in the area and provide for an AC overlay. Project engineers may look at the feasibility of adding a two way left turn lane through the CBD, improving sidewalks, and reducing on-street parking. Public meetings would need to be conducted before incorporating these components into the rehab project.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Tribal lands (Big Pine Reservation) are adjacent to US 395 on the east side of the road just south of Butcher Lane (PM 99.3). At approximately PM 99.6, Tribal land is adjacent on both sides for the highway to just north of Bartell Rd (PM 99.8).

Big Pine has a small commercial retail center located along US 395. This retail center has been defined from Big Pine Creek (PM 100.2) north to Poplar Street (PM 100.6). Land use through this segment is residential and commercial. South of Big Pine Creek the property consists of existing businesses with the remainder of the property being redesignated to multiple residential.

Big Pine Canyon Recreation Area, a popular camping and resort area is accessed from this segment at Crocker Street (PM 100.3).

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

On-street parking is allowed through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,500	1,050	0.15	D-35
2010	7,110	1,360	0.20	D
2020	7,850	1,500	0.22	D

Calculation Factors

% Traffic growth		% Trucks:	11
per year (0-10 yrs):	2	% RVs:	8
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.47	Total Accident Rate	1.77
F+ I Accident Rate vs Statewide Avg.	0.80	Total Accident Rate vs Statewide Avg.	1.5

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

The total Accident rate is 150% of the Statewide Average for a similar facility. Analysis of primary collision factors reveal that 46% of these accidents are due to speeding and improper turning movements. LOS is reduced to D due in part to speed limit restrictions through the CBD. (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994)

Environmental Concerns

Cultural and historical buildings may be impacted.

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994

US 395 SEGMENT FACT SHEET

Length (Km): 23.5	Length (Mi): 14.6	Segment: <u>Inyo 3-09</u>
PKm Back: 161.9	Back PM: 100.6	4 lane section from Big Pine to Bishop
PKm Ahead: 185.4	Ahead PM: 115.2	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders where needed keeping bicycles in mind. Convert conventional highway sections to expressway standards. A 2000 SHOPP candidate project (Golf Club Rehab) proposes to widen shoulders and add a left turn pocket into the Bishop Country Club, from PM 112.9/115.0. Construction year is 2003.

The District 9 10-year Operation Plan lists turnouts and pullouts for INY-395-PM0.0/129.

This segment is currently operating at or above the concept LOS of B, and meets the concept facility standard of 4 lanes.

Description - Rationale - General Comments

Segment 3-09 is a 4-lane undivided conventional highway from PM 100.7/100.9. North of the junction of SR 168 east, it becomes a divided 4-lane conventional road with an all-paved 4' median. There is turning channelization at Reynolds Road (PM 102.1), into the Rolling Hills Terrace and Knight Manor areas. These subdivisions house a large part of the population of Big Pine. From PM 102.2 north, US 395 is a divided 4-lane conventional/expressway with a 22' unpaved median, 10' shoulders, and a posted speed limit of 65 mph. A changeable message sign is located at PM 115.1, at the Caltrans District 9 office, on the east side of the highway.

Programmed Projects

1998 SHOPP: INY-395-PM 102.0/112.9. (NB lanes only) Northbound Keough's Rehab. AC overlay, crack seal. Widen shoulders. Construction year: 1999/00. Cost: \$3,435,000

1996 SHOPP: INY-395-PM 100.8/102.0 (NB/SB lanes); 102.0/112.9 (SB lanes only). Keough's Rehab. AC overlay, crack seal. Widen shoulders. Completed 12/98. Cost: \$5,031,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

The majority of land adjacent to this segment is owned by LADWP. Ranching, agriculture and open space recreational/natural resources land use prevails. Klondike Lake is a popular summertime recreation area that attracts local jetskiers and windsurfers, located on the east side of US 395 at PM 102.8.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	22'	Meters	6.71
Average Shoulder Widths:	10'	Meters	3.05
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Access control is conventional highway throughout this segment, except from PM 105.6/110.7, where it is expressway.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	6800	1150	0.17	A
2010	8,800	1,490	0.22	A
2020	9,720	1,650	0.24	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	10
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.09	Total Accident Rate	0.25
F+ I Accident Rate vs Statewide Avg.	0.21	Total Accident Rate vs Statewide Avg.	0.28

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994

Environmental Concerns

The environmental document is being produced. A point of concern is the protection of farmlands. See environmental document for details. There are no further immediate plans for additional improvements on this segment after the completion of the improvement work.

US 395 SEGMENT FACT SHEET

Length (Km): 5.8	Length (Mi): 3.6	Segment: <u>Inyo 3-10</u>
PKm Back: 185.4	Back PM: 115.2	Bishop Central Business District
PKm Ahead: 191.1	Ahead PM: 118.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	E
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This segment is currently operating below the concept LOS of B set for US 395 because of high locally-generated traffic volumes, numerous access points, signalization, and speed restrictions. Without the signals and speed restrictions this segment would be operating at a LOS B. To achieve the concept LOS of B, the elimination of unneeded signals, consolidation of access points and other transportation demand management strategies should be considered.

In 1997, operational and safety improvements such as access management, channelization, and parking restrictions were implemented to alleviate some congestion in the downtown area. Ultimately, formal studies with public hearings should be conducted to consider the long term operational status and design of this segment of highway.

The Ed Powers Rehab, PM 117.9/R122.4, proposes to widen shoulders to 10', and widen the median to 14' . Drainage improvements and an AC blanket are also listed. From PM 117.9 to PM 118.3, the project will remain on the existing alignment; from PM 118.3 to the end of the segment, the shoulder widening will be on both sides. This project is a 2002 SHOPP candidate.

Description - Rationale - General Comments

This segment is Main Street through the City of Bishop. It is a 4-lane conventional highway, with a two way left turn lane. There are 6 signalized intersections throughout the segment. On-street parking is allowed for the first 0.2 mile of the segment. Shoulder widths where parking is allowed average 8'. From the intersection of SR 168 west (Line Street) to the junction of SR 6 (Wye Road), on-street parking is prohibited and shoulder widths average 0', except from Park Avenue to Wye Rd, where they average 4' in width. This stretch encompasses "downtown" Bishop, and has the highest concentration of commercial and retail buildings. Pedestrian and bicycle usage is heavy throughout the downtown area. Sidewalks are present through this stretch, but cyclists must share the roadway with heavy traffic, or use an alternate Class I bicycle facility from Sierra Street to just North of the city limits.

At the junction of US 395 and SR 6, plans for a business park have been submitted to the City of Bishop. A Big K-Mart, Grocery store, plus several retail businesses are under construction. Traffic generated from this development may warrant upgrading the signal, channelization and other traffic control measures. There is an approved development plan with mitigation measures adopted as a condition of approval for this development.

North of the junction of SR 6 the business district thins out, and access points become less frequent. Most of the commercial and residential development is intermittently distributed along the west side of US 395. The North Bishop area, consisting of residential districts (Meadowcreek, Highlands and the Bishop Paiute Indian Reservation) and a retail center, is located between SeeVee lane and PaHa lane.

During peak hours, (AM and PM commute, holidays) congestion through this segment contributes to a significant amount of delay to motorists. Traffic volumes through this segment are the highest in the District, with peak month ADTs reaching 20,300 vehicles per day.

Programmed Projects

None

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

According to the Bishop Community Plan (1980), the land use designations immediately adjacent to US 395 are a mix of highway commercial, retail commercial and personal services, and medium high residential (in the north Bishop area). The majority of land adjacent to US 395 at the south end of the segment is at build out. The Tri-County fairgrounds, located at the intersection of US 395 and SR 6, are designated as a regional recreation area.

Tribal lands (Bishop Reservation) are adjacent to US 395 on both sides of the highway from SeeVee lane (PM 117.3 to Barlow lane (PM 117.8). North of Barlow Lane, tribal lands are adjacent to the south side of the highway until Brockman Lane (PM 118.3).

Bishop Airport is a General Aviation Facility with charter service only, accessed from Line Street, east of US 395.

Transit Services/Modal Options

The City of Bishop has a fixed route bus line within the city limits. Service hours are between 6 am - 9 pm on weekdays, and 9 am to 6 pm on Saturday.

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

No Park n Ride or rail service is available.

Bishop Airport is a General Aviation Facility with charter service only.

Highway Log Right of Way Information

Average Median Width:	11"	Meters	3.35
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Median is a two way left turn lane through majority of this segment. Shoulders will be widened in spot locations north of Pa Ha Lane.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	15,700	1,800	0.26	E
2010	20,310	2,330	0.33	E-30
2020	22,430	2,570	0.37	E-30

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	8
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.89	Total Accident Rate	2.05
F+ I Accident Rate vs Statewide Avg.	1.35	Total Accident Rate vs Statewide Avg.	1.49

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

LOS is reduced to E due in part to speed restrictions and signals through the CBD. (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994). The accident rate has decreased since 6/98, with the two-year total rate averaging 1.16 (vs. statewide average 1.38) for the period from 4/97 to 3/99.

Environmental Concerns

Cultural and historical buildings may be impacted. There are no further immediate plans for additional improvements on this segment after completion of the improvement work.

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994
Bishop Community Plan, 1980
Inyo County Short Range Transit Development Plan Study, 1997 (Prepared by Leigh, Scott & Cleary, Inc)

US 395 SEGMENT FACT SHEET

Length (Km): 17.2	Length (Mi): 10.7	Segment: <u>Inyo 3-11</u>
PKm Back: 191.1	Back PM: 118.8	North end of Bishop to Inyo/Mono County Line
PKm Ahead: 208.4	Ahead PM: 129.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional/expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders and median where feasible keeping bicycles in mind. Convert conventional highway sections to expressway standards.

The Ed Powers Rehab, PM 117.9/R122.4, proposes to widen shoulders to 10', and widen the median to 14' . Drainage improvements and an AC blanket are also listed. The shoulder widening will be on both sides to PM 122.4. This project is a 2002 SHOPP candidate.

Description - Rationale - General Comments

Segment 3-11 begins at the north end of Bishop and ends at the Inyo/Mono County Line. The roadway has 12' lanes with shoulder widths varying from 2' - 10'. It begins as a 4-lane all-paved roadway, with a 4' median. At PM 121.8, the transition to a 4-lane divided roadway begins, and the dirt median widens to 100' by PM 122. The gradeline of the highway is level to rolling, until about PM 128.0, where US 395 begins to climb out of the Owens Valley at Sherwin Grade.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Inyo County LTC, Jeff Jewett, Executive Director
Drawer Q Independence, CA 93526
(760) 872-2707

Local/Regional LOS Standards

General Plan

Inyo County General Plan,
1994 update

General Plan Standards

LOS C
Concept Facility : 4 lane
conventional/expressway in Inyo
County

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

LADWP owns the majority of land adjacent to this segment. BLM and private holdings exist in pockets. The rural residential areas of Alta Vista, Mustang Mesa, Round Valley, Paradise, and Rovana are accessed from this segment. In 1998, Pacifica Development Corporation laid out plans for a 350 unit residential housing development to be constructed in Rovana. This project is still in the environmental review stage, and no sales or construction has yet to take place.

Other than these small residential areas, the land is used for open space recreational, agriculture/ranching and natural resources.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Inyo County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	14	Meters	4.27
Average Shoulder Widths:	10	Meters	3.05
Average Lane Widths:	12	Meters	3.66

RW Comments General:

There is a 4' median for the first 0.6 mi. of this segment. Median will be widened to 14'.
This segment is a conventional highway until PM 122.3, where it becomes an expressway.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	6,300	880	0.13	A
2010	8,150	1,140	0.16	A
2020	9,000	1,260	0.18	A

Calculation Factors

% Traffic growth		% Trucks:	4
per year (0-10 yrs):	2	% RVs:	8
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.15	Total Accident Rate	0.27
F+ I Accident Rate vs Statewide Avg.	0.44	Total Accident Rate vs Statewide Avg.	0.39

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Bibliography, Special Studies/Reports

Inyo County General Plan, 1994
Inyo County Regional Transportation Plan, 1994

Environmental Concerns

This improvement project is to upgrade the existing segment to expressway standards. The environmental document is being produced. See environmental document for details. There are no further immediate plans for any additional improvements on this segment after the completion of the improvement work.

US 395 SEGMENT FACT SHEET

Length (Km): 12.1	Length (Mi): 7.5	Segment: <u>Mono 4-01</u>
PKm Back: 0.0	Back PM: 0.00	Inyo/Mono County line to Sherwin Summit
PKm Ahead: 12.1	Ahead PM: 7.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This segment is currently operating at or above the concept LOS of B, and meets the facility concept of 4-lane expressway. However, narrow shoulders exist along both north and southbound lanes. The Sherwin Summit Rehab project will widen shoulders and place an AC overlay from PM 128.8 in Inyo County to PM 9.9 in Mono County. This project is a 2002 SHOPP candidate. Specific postmile limits are PM 0.0/6.9 (NB lanes), and PM 6.9/9.9 (NB & SB lanes). Truck climbing lanes on the northbound side of the Sherwin Grade may be warranted within the 20 year planning period if traffic increases at a rate greater than currently projected.

Description - Rationale - General Comments

This segment of US 395 is a divided 4-lane expressway with independent alignment. The Sherwin Grade, an 8 mile stretch of 6% maximum grade, is contained within this segment. The elevation of the highway ranges from 4660' at the Inyo/Mono county line to 7000' at the top of the Grade. During the winter months, Sherwin Grade is subject to chain control measures and whiteout conditions may exist. Upgrading the crossover near the northbound viewpoint (PM 3.1) and chain-up area in the vicinity would provide additional safety for winter travelers.

Paved shoulder widths through this segment are 2' - 4' wide. Turnouts are located at intervals on both north and southbound lanes. Vista point turnouts are also present in both directions. The posted speed limit is 65 mph, with a truck speed zone (posted 35 mph) in the southbound direction. Because of the steepness of the grade, slow moving vehicles and trucks are often present.

This segment serves a high volume of recreational traffic. Peak month ADTs range from 8,300 to 9,200 vehicles per day. The total accident rate is 1.35 times higher than the statewide average, as well being higher than those of the adjacent segments of US 395. Efforts to address this discrepancy might be well spent.

Increasing summer bicycling may be leading to the need for more frequent shoulder sweeping.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

2002 SHOPP Candidate: Sherwin Summit Rehab. PM 0.0/6.9 (NB lanes), PM 6.9/9.9 (NB and SB lanes). Asphalt concrete overlay, shoulder widening. CTC approved long lead time project, estimated completion 2007.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility standard: 4 lane expressway

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as non-attainment (state standards) for PM₁₀.

Land Use

The primary landholder throughout this segment is BLM. Land use is open space recreational and resource management. The land adjacent to this segment is the Wheeler Crest Planning Area, according to the Mono County General Plan. Issues of concern to this area are to preserve the aesthetic beauty and tranquility of the area while still allowing for the development of privately owned parcels. Development in unincorporated Mono County is constrained by the land ownership. Approximately 94% of the land in the county is publicly owned; 88% is federally owned, and the remainder is owned by the State, the LADWP or Native American Tribal groups.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,200	810	0.15	A
2010	6,727	1,048	0.19	A
2020	7,430	1,157	0.21	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	6
		% Buses:	1
Directional Split: 60/40		Terrain: MOUNTAINOUS	

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.42	Total Accident Rate	0.80
F+ I Accident Rate vs Statewide Avg.	1.68	Total Accident Rate vs Statewide Avg.	1.54

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Development in the Mammoth Lakes area may spur an increase in commute traffic along US 395 in the Bishop/Mammoth areas. As affordable housing in the Town of Mammoth Lakes becomes harder to find, workers may relocate to the "bedroom communities" (Crowley Lake, Hilton Creek, Rovana, Bishop) located along the 395 corridor. Increased congestion during peak commute periods will result.

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1992

US 395 SEGMENT FACT SHEET

Length (Km): 29.5	Length (Mi): 18.3	Segment: <u>Mono 4-02</u>
PKm Back: 12.1	Back PM: 7.5	4 lane section from Sherwin Summit to junction US 395/SR 203
PKm Ahead: 41.5	Ahead PM: 25.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	1	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional/expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Maintain existing facility as needed for motorists and cyclists. This segment has been proposed as a bicycle route by the Mono County LTC. Widen shoulders to 10' where possible. Reflective sign posts should be replaced as needed on an ongoing basis. In areas of repeated problems with visibility due to blowing and drifting snow, snow fences should be considered. Deer fences will be considered on a case by case basis per need and success. The need for a park and ride at the junction of SR 203 and US 395 should be considered.

Description - Rationale - General Comments

Segment 4-02 extends from the top of Sherwin Grade to the junction of US 395/SR 203 (Mammoth Lakes). The median is an all-paved 4' median for the first 2.5 miles. The rest of the segment has an unpaved median varying from 45' - 100' in width. The Town of Mammoth Lakes is a year round destination resort, attracting visitors to Devil's Postpile National Monument, ski areas, and numerous fishing, camping and hiking spots.

There is a vista point turnout to view Crowley Lake at PM 15.0, on the east side of the highway. US 395 is an officially designated Scenic Highway from PM 18.0 to 26.9. Mono County is requesting that all of US 395 in Mono County be officially designated as Scenic Highway.

This segment serves a high volume of recreational traffic. AADT for this segment is 5,500 vehicles, reaching a high of 9,600 during peak summer months.

The average elevation through this segment is over 7000'. In winter months, chain controls and whiteout conditions may be experienced, leading to road closures.

Possible expansion of Mammoth Lakes Airport has been proposed. The public has voiced concern about increased airport noise.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility standard: 4 lane expressway

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as moderate non-attainment (Federal standards) for PM₁₀

Land Use

The majority of land adjacent to US 395 is held by Inyo National Forest and Department of Water and Power. The Long Valley communities of Tom's Place, Sunny Slopes, Hilton Creek, Crowley Lake, and McGee Creek are accessed along this segment. Within the Long Valley Planning Area, issues of concern are to avoid being seen as only a "bedroom community" for Mammoth Lakes, and to develop a self-sufficient community in the area. The communities may experience increased development pressure from growth in the Mammoth Lakes area.

Access for the Mammoth Lakes Airport is located at PM 21.3.

Popular recreation spots include Crowley Lake, Convict Lake, Whitmore Hot Springs, Rock Creek Area, Sherwin Creek, and Hot Creek Geothermal Area.

Land use is designated open space recreational, resource management, and low density residential in the Mono County General Plan.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

The Mammoth Lakes Airport is a General Aviation facility with a commercial-regional functional classification. No commercial service is currently provided.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Access control (expressway) from PM 9.97 to 26.87.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,500	970	0.16	A
2010	7,110	1,250	0.21	A
2020	7,850	1,380	0.23	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	6
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.38	Total Accident Rate	0.77
F+ I Accident Rate vs Statewide Avg.	1.23	Total Accident Rate vs Statewide Avg.	1.20

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Development in the Mammoth Lakes area may spur an increase in commute traffic along US 395 in the Bishop/Mammoth areas. Due to the tightness of the housing market in the Town of Mammoth Lakes, workers may relocate to the "bedroom communities" (Crowley Lake, Hilton Creek, Rovana, Bishop) located along the 395 corridor. Increased traffic during peak commute periods may result.

Environmental Concerns

The environmental document has been completed. The mule deer is the major environmental concern within this project area. See environmental document for details.

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

US 395 SEGMENT FACT SHEET

Length (Km): 29.6	Length (Mi): 18.4	Segment: <u>Mono 4-03</u>
PKm Back: 41.5	Back PM: 25.8	4 lane section from junction US 395/SR 203 to Rush Creek 4 lane (Deadman grade)
PKm Ahead: 71.1	Ahead PM: 44.2	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane expressway
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Maintain existing roadway as needed for motorists and cyclists. Expand uphill shoulder for bicycles. This segment has been proposed as a bicycle route by the Mono County LTC.

No capacity-enhancing improvements are anticipated in this 20 year planning period.

Reflective sign posts should be replaced as needed on an ongoing basis. In areas of repeated reduced visibility due to blowing and drifting snow, snow fences should be considered.

Scenic overviews should be considered when thinking about improvements.

Deer fences will be considered on a case by case basis per need and where it is found to be effective.

Consideration has been given to closing Deadman and Lee Vining maintenance stations and combining the two at PM 45.0 between the South Junction of SR 158 and the North Junction of SR 158.

Description - Rationale - General Comments

Segment 4-03 is a 4-lane divided conventional highway. The majority of the segment has an unpaved median up to 100' in width. This segment traverses over Deadman Summit (elevation 8036'), continuing down into the Mono Basin Scenic Area.

The south junction of SR 158 and US 395 is located at PM 40.3. SR 158 forms a westerly loop with US 395, and provides access to the June Lake area.

The transition into a 2 lane facility (scheduled to be 4 laned in 1999/00) begins at PM 44.6.

Crestview Rest Area is located on the west side of the highway at PM 32.4.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility standard: 4 lane expressway

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as moderate non-attainment (Federal standards) for PM₁₀

Land Use

The majority of land is held by USFS in this segment. Land use is mostly forest/recreational. Numerous campgrounds and recreation/scenic areas are accessed from this segment. The June Lake Loop and Ski area is a popular year round resort accessed from this segment.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

No access control (conventional highway).

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	4,100	750	0.19	A
2010	5,300	970	0.24	A
2020	5,850	1,070	0.27	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	12
% Traffic growth per year (10-20 yrs):	1	% RVs:	6
		% Buses:	1
Directional Split:	60/40	Terrain:	MOUNTAINOUS

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.52	Total Accident Rate	1.13
F+ I Accident Rate vs Statewide Avg.	0.90	Total Accident Rate vs Statewide Avg.	0.82

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

This improvement project has been completed. The environmental document has been completed. The mule deer and native trees on easements were the major environmental concerns within this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 11.4	Length (Mi): 7.1	Segment: Mono 4-04
PKm Back: 71.1	Back PM: 44.2	Rush Creek 4 lane to south end of Lee Vining
PKm Ahead: 82.5	Ahead PM: 51.3	

Functional Classification: Principal Arterial

Route Designations:

NHS	YES	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Freeway Expressway	YES	Scenic	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
STRAHNET	YES	Life Line	1	0=Non Life Line, 1=Life Line Route
Regionally Significant	YES	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility	4 lane conventional (After STIP improvement)
Present LOS	A
Concept Facility	4 lane expressway
Concept LOS	B
Ultimate Facility	4 lane expressway

Route Concept Improvements

After completion of the Rush Creek 4-lane (PM 44.5/51.3), this segment will be a 4-lane conventional facility. Widen shoulders where possible for bicyclists. This segment has been proposed as a bicycle route by the Mono County LTC.

Description - Rationale - General Comments

This segment is a 4-lane conventional highway through the Mono Basin Scenic Area, the only National Forest Scenic Area in the United States. The community of Lee Vining is located at the north end of the segment. Posted speed limit through this segment is 65 mph, until the north end when it drops gradually down to 35. SR 120 east intersects US 395 at PM 45.9, and SR 120 west to Yosemite intersects US 395 at PM 50.7. The north junction of SR 158 (June Lake Loop) is located at PM 46.4. The terrain is rolling through this area. A bi-directional passing lane is located from PM 47.4/48.8.

Programmed Projects

1998 STIP: MNO-395-PM 44.5/51.3. Rush Creek 4 lane, Widen to 4 lane conventional highway.
Construction year: 99/00

1998 STIP (RTIP): MNO-395-PM 51.2/51.6 (in Lee Vining). Replace AC sidewalks with PCC.
Construction year: 2001

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility standard: 4 lane expressway

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as attainment (federal standards) for PM₁₀

Land Use

LADWP-owned land is most prevalent, with sections of Inyo National Forest lands in pockets near Lee Vining. Land use is grazing and open space recreational.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	100'	Meters	30.48
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

The R/W information here is based on typical design standards for a rural 4 lane expressway. Actual widths may vary as projects undergo construction

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	4,200	680	0.12	A
2010	5,430	880	0.16	A
2020	6,000	970	0.18	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	13
% Traffic growth per year (10-20 yrs):	1	% RVs:	6
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.48	Total Accident Rate	0.67
F+ I Accident Rate vs Statewide Avg.	0.89	Total Accident Rate vs Statewide Avg.	0.66

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
Rush Creek 4-lane PSR

Environmental Concerns

This improvement project is to upgrade the existing segment to expressway standards during summer of 2000/01. The environmental document has been completed. The mule deer is the major environmental concern within this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 2.1	Length (Mi): 1.3	Segment: <u>Mono 4-05</u>
PKm Back: 82.5	Back PM: 51.3	Lee Vining Central Business District
PKm Ahead: 84.6	Ahead PM: 52.6	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	D-35
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	B
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

During peak recreation months, this segment currently operates at an LOS of D-35 due to speed restrictions, on-street parking, pedestrian traffic, and turning movements. Without speed restrictions, this segment would operate at LOS A. Ultimately, formal studies with public hearings should be conducted to consider the long term operational status and design of this segment of highway. Alterations of the roadway for bicyclists accommodations of class 2 (bike lane), or class 3 (bike route) should be considered. Caltrans is studying the feasibility of developing a project to help minimize the danger of avalanches in the area just north of Lee Vining.

Description - Rationale - General Comments

This segment passes through the community of Lee Vining. It is a 4-lane conventional highway with a two way left turn lane through the CBD. Commercial roadside businesses are located along both sides of the highway. No traffic signals are present, and there are two pedestrian crosswalks, and a signed 25 mph school zone within this segment.

Lee Vining is a "gateway" community to Yosemite National Park's east entrance. During summer months, this segment experiences significant pedestrian usage. Peak month ADT is 7,600 vehicles per day. The posted speed limit is 35 mph , with the exception of the school zone mentioned above. The Mono Basin Scenic Area Visitor Center is accessed off the east side of 395 at PM 51.9, just north of the CBD. Lee Vining is a popular stop for tourists traveling US 395, as well as a destination for lodging and other services for Yosemite visitors. Just north of Lee Vining there is an area which has historically been prone to avalanches which cross the roadway. Possible mitigation measures have been and may continue to be considered. Methods of avalanche prevention should be looked at for safety and maintenance reasons.

Programmed Projects

1998 STIP (RTIP): MNO-395-51.2/51.6. Replace AC sidewalks with PCC . Construction year: 2001

1998 Mid-Cycle SHOPP: MNO-395-51.3/52.8. Lee Vining Rehab - dig outs, crack seal, AC overlay. Construction year: 2002

Note: The above projects may be constructed concurrently.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

Land use designations in this segment are Commercial and Public Facility through the CBD. An Open Space designation is given for areas just north and south of the CBD.

Land ownership through Segment 4-05 is split between privately held and LAPWD. There are also Resource Management lands (Inyo National Forest) adjacent to this segment. Extremely limited private land base throughout the Mono Basin and especially in Lee Vining limits potential community expansion in the area.

The Mono Lake Visitor's Center is at the north end of this segment.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County. A 2 year pilot program beginning in summer 2000 will provide bus stops in Lee Vining to shuttle visitors into Yosemite. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available. Lee Vining Airport is a General Aviation, Limited Use, Recreational Airport.

Highway Log Right of Way Information

Average Median Width:	14'	Meters	4.27
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Majority of this segment has on-street parking and a two way left turn lane.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	5,200	740	0.13	D-35
2010	6,730	960	0.17	D-35
2020	7,430	1,060	0.19	D-35

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	12
% Traffic growth per year (10-20 yrs):	1	% RVs:	6
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL TO ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.16	Total Accident Rate	1.14
F+ I Accident Rate vs Statewide Avg.	0.27	Total Accident Rate vs Statewide Avg.	0.75

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

LOS is reduced to D due in part to 35 mph speed limit restrictions through the CBD. (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994)

Environmental Concerns

Possible improvement project in the avalanche area. The mule deer and protection of riparian/wetlands are the major concerns in this area.

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

US 395 SEGMENT FACT SHEET

Length (Km): 4.8	Length (Mi): 3.0	Segment: <u>Mono 5-01</u>
PKm Back: 84.6	Back PM: 52.6	2 lane section from north end of Lee Vining to 4 lane section at PM 55.6 (Mono Lake Widening)
PKm Ahead: 89.5	Ahead PM: 55.6	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional w/ turnouts
<u>Present LOS</u>	D
<u>Concept Facility</u>	fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	2 lane conventional w/ turnouts

Route Concept Improvements

The Mono Lake Widening project will improve 2.9 miles of existing 2-lane highway by widening shoulders, and constructing several Mono Lake Scenic overlooks. After improvements maintain shoulders for bicycles, sweeping etc.

Geometric and environmental constraints in the area restrict further capacity improvements on the existing alignment.

Description - Rationale - General Comments

Segment 5-01 is located entirely within the Mono Basin National Forest Scenic Area. This segment follows a winding alignment along the west shore of Mono Lake. Approximate ground elevations range from 5500' - 6450' above sea level with rolling terrain. Tourists and sightseers are offered numerous scenic vistas of the Mono Lake Basin throughout the segment length. After STIP improvement, the roadway will consist of 12' lanes, 8' shoulders, and paved turnouts.

Programmed Projects

1998 STIP: MNO-395-PM 52.8/55.7 - Mono Lake Widening. Widen to 40' section and provide paved turnouts.
Construction year: 2003/04 Cost: \$10,300,00.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
2 lane C/E with passing lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as serious non-attainment (federal standards) for PM₁₀

Land Use

Majority of land is owned by USFS, LADWP and private owners. Open space recreational land use dominates.

Mono Lake access and a picnic area are located near the beginning of this segment.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	2'	Meters	0.61
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

The information above is based on typical design standards for a rural 2 lane highway. Actual widths may vary as the project undergoes construction

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	4,000	520	0.31	D
2010	5,170	670	0.39	D
2020	5,710	740	0.43	D

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	10
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.16	Total Accident Rate	0.47
F+ I Accident Rate vs Statewide Avg.	0.33	Total Accident Rate vs Statewide Avg.	0.52

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
Mono Lake Widening PSR, 1997

Environmental Concerns

The federal and or state protected species that may be impacted within this improvement project area are the 1) mule deer, 2) mountain beaver, and 3) a few bird species (willow flycatcher and swallows). The two additional areas of concern are the protection of riparian/wetlands and scenic resources within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 4.0	Length (Mi): 2.5	Segment: <u>Mono 5-02</u>
PKm Back: 89.5	Back PM: 55.6	4 lane section from PM 55.6/58.1
PKm Ahead: 93.5	Ahead PM: 58.1	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional/expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane conventional/expressway
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen median where possible, needed, and warranted. Maintain existing roadway as needed for motorists and cyclists, ie. sweeping etc.

Description - Rationale - General Comments

Segment 5-02 is a 4-lane undivided expressway, with a 2' paved median, 12' lanes and 8' shoulders. Where warranted, the median should be widened to rural expressway standards. The terrain through this segment is rolling, with a posted speed of 65 mph. This segment continues along the west shore of Mono Lake and ends just south of the SR 167 junction.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

This segment traverses through privately owned land and USFS land. Land use is open space, recreational, grazing, and resource management.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public
transportation provider in Mono
County.
The Greyhound Bus Company has
service available once a day in each
direction between Los Angeles and
Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus
service is available.

Highway Log Right of Way Information

Average Median Width:	2'	Meters	0.61
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	4,000	520	0.1	A
2010	5,170	670	0.12	A
2020	5,710	740	0.13	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	10
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.28	Total Accident Rate	0.47
F+ I Accident Rate vs Statewide Avg.	1.0	Total Accident Rate vs Statewide Avg.	0.82

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be
impacted by this median widening "wherever needed",
improvement project are the 1) mule deer and 2) sage grouse.
Two additional areas of concern are the protection of
riparian/wetlands and scenic resources within and around this
project area.

US 395 SEGMENT FACT SHEET

Length (Km): 2.9	Length (Mi): 1.8	Segment: <u>Mono 5-03</u>
PKm Back: 93.5	Back PM: 58.1	2 lane section near Conway Ranch (Conway Ranch 4 lane)
PKm Ahead: 96.4	Ahead PM: 59.9	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	C
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen to 4 lanes.

A Project Study Report is complete for the Conway Ranch 4-lane, a proposed 1998 STIP Amendment (ITIP) project to construct a 4-lane expressway from PM 57.8/60.2. Completion of this project would bring this segment up to the route concept facility standards. This project is listed as the #2 priority in the Mono County Regional Transportation Plan. After improvements maintain shoulders, sweeping etc. for bicycles.

Description - Rationale - General Comments

Segment 5-03 is a 2-lane conventional highway. It is bounded on the north and south by 4 lane sections. Construction of the Conway Ranch 4-lane would provide a continuous 4-lane highway from PM 55.6 to 66.1. Wetlands are located through this segment on the east side of the highway that includes Conway Ranch. Conway Ranch was purchased as part of a Tea Project in 1999 to preserve the scenic beauty of the surrounding area.

This segment of US 395 traverses rolling terrain at the foot of the Conway Grade. Passing opportunities are restricted by the barrier stripe covering 50% of the segment length. SR 167 connects to US 395 at PM 58.2. SR 167 continues eastward into Nevada as Route 359, where it junctions with US 95. US 95 ties into Highways 50 and I-80 in Nevada providing an alternate route for travelers bound for Northern California/Nevada destinations in case of road closure north of Conway Summit.

A PSR outlining alternatives to construct 2.4 miles of NB/SB passing lanes was completed in 1993, then revised and updated to reflect changes to the project area and conform to metric standards in April, 1997. Seven alternatives were considered for this project although only two were considered viable. The two viable alternatives will widen the roadway on the west side of the existing highway adding an all-paved median and 8' shoulders.

Programmed Projects

1998 SHOPP: MNO-395-58.1/63.9. Conway Rehab - dig outs, crack seal, AC overlay.
Construction year: 2000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

Land owners are USFS, BLM, LADWP and private. Land use is open space recreational, resource management, and grazing.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public
transportation provider in Mono
County.
The Greyhound Bus Company has
service available once a day in each
direction between Los Angeles and
Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus
service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3050	420	0.25	C
2010	3,950	540	0.30	C
2020	4,360	600	0.33	C

Calculation Factors

% Traffic growth		% Trucks:	7
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.00	Total Accident Rate	0.68
F+ I Accident Rate vs Statewide Avg.	0	Total Accident Rate vs Statewide Avg.	0.99

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Possible improvements include the intersection of State Route 167 and US 395 at PM 58.2.

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
Conway Ranch 4-lane PSR, 1997

Environmental Concerns

The federal and or state protected species that may be impacted by the proposed widening improvement project are the 1) mule deer, 2) sage grouse, 3) willow flycatcher, and 4) swallow. The impacts may also effect these species' immediate and surrounding critical breeding, foraging, and migratory habitats. Additional areas of concern are the protection of riparian/wetlands, scenic resources, and cultural/historical resources within and around this project area

US 395 SEGMENT FACT SHEET

Length (Km): 9.8	Length (Mi): 6.1	Segment: <u>Mono 5-04</u>
PKm Back: 96.4	Back PM: 59.9	4 lane section on Conway Grade
PKm Ahead: 106.2	Ahead PM: 66.0	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional/expressway
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders and median, convert to expressway where possible and warranted, keeping cyclists in mind. The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70.0/120.0. Slope protection and drainage improvements are needed to alleviate erosion and rock slides and enhance the scenic beauty of the area.

Description - Rationale - General Comments

This segment traverses Conway Grade to approximately 3 miles north of the summit. It is a 4-lane conventional/expressway with a 65 mph speed limit. A curve advisory sign limits speeds to 50 mph near the summit. The median is paved throughout the segment, and varies from 0' - 4' in width. Shoulder widths vary from 0' - 4' . Both median and shoulders should be widened to meet design standards for a 4-lane rural expressway. The elevation near the base of the grade is 7000', rising to 8138' at Conway Summit. Centerline grades reach a maximum of 6%, and avalanche warnings and chain controls may be in effect during winter months. A scenic viewpoint is located on the southbound side of the highway at PM 62.5. Views of the Mono Basin and Lake dominate the viewshed, and a historic canal exists at the top of the slope. A chain on/off area is located on the north and southbound lanes at PM 65.0.

Programmed Projects

1998 SHOPP: MNO-395-58.1/63.9. Conway Rehab - dig outs, crack seal, AC overlay.
Construction year: 2000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment (federal
standards) for PM₁₀

Land Use

Land use along this segment is predominately recreational. The majority of land adjacent to this segment is federally owned. From Virginia Lakes Rd. north (PM 63.5), 2,700 acres of BLM land adjacent to the west side of US 395 are designated as the Conway Summit Area of Critical Environmental Concern (ACEC). This designation demonstrates that an area contains significant values or resources and requires the development of special management direction to protect those values or resources.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	2'	Meters	0.61
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

No access control through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3050	420	.07	A
2010	3,950	540	0.08	A
2020	4,360	600	0.10	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	7
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	6% grade

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.46	Total Accident Rate	1.16
F+ I Accident Rate vs Statewide Avg.	1.05	Total Accident Rate vs Statewide Avg.	1.23

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
Bureau of Land Management: Bishop Resource Management Plan and Final EIS, 1991

Environmental Concerns

The federal and or state protected species that may be impacted by improvement projects are the 1) mule deer, and 2) sage grouse. Additional areas of concern are the protection of riparian/wetlands, scenic resources, and DF&G deer reserve within and around this project area. Other concerns are the issues of slope protection, falling rocks, and drainage.

US 395 SEGMENT FACT SHEET

Length (Km): 6.1	Length (Mi): 3.8	Segment: <u>Mono 5-05</u>
PKm Back: 106.2	Back PM: 66.0	2 lane section on north side of Conway Grade
PKm Ahead: 112.3	Ahead PM: 69.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen to 4 lanes, and/or add passing lanes where feasible. Widen shoulders for motorists and cyclists. Protect and rehabilitate slopes as needed.

An interpretive turnout near the junction of SR 270 and US 395 should be considered

A Project Study Report (PSR) was completed in April 1997 to outline alternatives to widen the highway to 4 lanes from PM 65.9/70.0. See below for more information. Completion of this project will bring this segment up to the route concept facility standards.

Description - Rationale - General Comments

This segment is a 2-lane undivided conventional highway with NB/SB staggered passing lanes from PM 68.0/69.8. Elevations through this segment range from 8103' at the south end of the segment to 6561' at the north end. Grades range from 4-6%. Shoulder widths are 2' - 4' along this segment. The segment's north terminus is at the junction of US 395/SR 270 to Bodie, a State Historical Park. SR 270 is closed during winter months. The current LOS is D, degrading to E within 10 years.

A PSR to outline alternatives to construct 3.9 miles of passing lanes through this segment was completed in 1997. Alternatives considered in the PSR include building two additional lanes on the existing alignment, constructing new northbound lanes on a separate roadbed to the east of the current alignment, and constructing 4 new lanes to the east. A "no-build" alternative was considered as well.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
serious non-attainment
(Federal standards) for PM₁₀

Land Use

Majority of the land is owned by BLM. No development is present except at the top of Sherwin Summit. North of Virginia Lakes Road (PM 63.5), 2,700 acres of BLM land adjacent to the west side of US 395 are designated as the Conway Summit Area of Critical Environmental Concern (ACEC). This designation demonstrates that an area contains significant values or resources and requires the development of special management direction to protect those values or resources.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,050	420	0.33	D
2010	3,950	540	0.42	E
2020	4,360	600	0.47	E

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	7
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	MOUNTAINOUS

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.40	Total Accident Rate	1.13
F+ I Accident Rate vs Statewide Avg.	0.75	Total Accident Rate vs Statewide Avg.	1.07

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Bureau of Land Management: Bishop Resource Management Plan and Final EIS, 1991
Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
North Conway 4-lane PSR, 1997

Environmental Concerns

The federal and or state protected species that may be impacted by improvement projects are 1) mule deer, 2) sage grouse, 3) mountain beaver, and 4) a few native plant species. Additional areas of concern are the protection of riparian/wetlands, scenic resources, and cultural/historical resources (such as Dogtown) within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 10.6	Length (Mi): 6.6	Segment: Mono 5-06
PKm Back: 112.3	Back PM: 69.8	2 lane section through Virginia Creek Canyon
PKm Ahead: 122.9	Ahead PM: 76.4	

Functional Classification: Principal Arterial

Route Designations:

NHS	YES	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Freeway Expressway	YES	Scenic	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
STRAHNET	YES	Life Line	1	0=Non Life Line, 1=Life Line Route
Regionally Significant	YES	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility	2 lane conventional
Present LOS	C
Concept Facility	4 lane C/E or fully improved 2 lane C/E with passing lanes
Concept LOS	C
Ultimate Facility	4 lane expressway

Route Concept Improvements

Widen to 4 lanes, and/or add passing lanes where feasible. Widen shoulders to include bicycles.

Deer fences should be considered on a case by case basis and where they are found to be effective.

The District 9 10-Year Operation Improvement Plan lists a channelization project at PM 75.0, and turnouts and pullouts where feasible from PM 70.0/120.0.

Description - Rationale - General Comments

This section of US 395 is an undivided 2-lane conventional highway. The alignment follows a narrow, deep canyon for the first 3 miles, then opens up into the Bridgeport Valley. Through the canyon, 76% of the roadway is striped for no passing, and there are no passing lanes present in this segment. The posted speed limit is 65 mph, reduced to 45 mph at the north end of the segment as it approaches Bridgeport. There is a 30 mph curve advisory posted at PM 76.3. SR 270, to Bodie State Park is accessed at PM 69.6. The junction of US 395 and SR 182 to Yerington, NV, is at PM 76.3. This route serves as an alternate route when US 395 is closed. It forms an easterly loop around US 395, into Nevada, where it is signed as Nevada Route 338. It comes back into US 395 north of the Nevada State line at Holbrook Junction as Nevada Route 208. A changeable message sign is located on the west side of the roadway at PM 74.8.

The segment could deteriorate to LOS D by 2010, based on yearly traffic growth rates of 2% (10 years) and 1% (20 years). It is also possible that this level of traffic will not be present within the concept timeframe.

Should an increase in traffic warrant improving the highway, the possibility of realigning the highway out of the canyon must be considered.

In 1997, Caltrans Planning and Environmental Staff conducted a "windshield" field review to note locations north of PM 70.0 where the highway could be widened with minimum amount of impacts. Some issues to be addressed include impacts to wetlands, noise, bird habitat, farmlands, cultural and historic resources. The assumption for these projects is that each will be an upgrade along the existing alignment to a 4 lane facility. Projects tentatively identified are as follows:

- MNO-395-73.0/76.4 (1 mile north of Green Creek Rd to Hays Street)
- MNO-395-77.5/81.6 (North end of Bridgeport to Old Ranger Station Rd)
- MNO-395-88.3/91.6 (North end of Devil's Gate passing lane to Burcham Flat Rd)
- MNO-395-116.5/118.0 (Near US 395/SR 89 junction)

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Between PM 70.8/71.0, two small resort/motel/RV parks operate. Other than these small commercial establishments, land use is mainly recreational through the canyon. At the north end of the segment are the outskirts of Bridgeport, the Mono County seat. Wetlands are adjacent to the highway throughout the segment. Low density residential and commercial land use, along with grazing/ranching prevail. BLM and private land owners hold the majority of land.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Depending on the alternative selected to upgrade this section, approximately 160 acres of government property and 120 acres of private property will be needed to provide a 400' R/W corridor.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,050	420	0.23	C
2010	3,950	540	0.30	D
2020	4,360	600	0.33	D

Calculation Factors

% Traffic growth		% Trucks:	7
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.68	Total Accident Rate	1.17
F+ I Accident Rate vs Statewide Avg.	1.33	Total Accident Rate vs Statewide Avg.	1.22

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted by this widening improvement project are the 1) mule deer, 2) sage grouse, and 3) a few native species. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Additional areas of concern are the protection of riparian/wetlands and scenic resources within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 0.5	Length (Mi): 0.3	Segment: <u>Mono 5-07</u>
PKm Back: 122.9	Back PM: 76.4	Bridgeport Central Business District
PKm Ahead: 123.4	Ahead PM: 76.7	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	E-30
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Currently this segment operates at LOS E-30 due to the posted speed restriction of 30 mph. Without the speed restriction, this segment would currently be operating at LOS A. Alleviate congestion and enhance pedestrian safety by using measures such as channelization, signals, and other access management tools. Ultimately, formal studies with public hearings should be conducted to consider the the long term operational status and design of this segment of highway.

Alterations of the roadway for accomodations of class 2 (bike lanes), or class 3 (bike route), should be considered.

Description - Rationale - General Comments

The majority of Segment 5-07 serves as main street through the Town of Bridgeport, population 500. The facility is 4-lane conventional highway with a two way left turn lane. No signals are present, but pedestrian crossings are located at PM 76.5/76.6. A school crossing zone is also located at PM 76.6. The posted speed limit is 30 mph. Access to popular camping, fishing, and hiking areas are provided through this segment at the junction of SR 182 to Bridgeport Lake and at the junction of Twin Lakes Road. ADT during summer months increases to 6,700 vehicles per day. LOS is E, based on the speed limit restriction through the CBD.

Environmental constraints (surrounding wetlands) will limit the scope of improvements through this segment.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

According to the Mono County General Plan Land Use Element, the majority of land through the CBD of Bridgeport is designated Commercial and Public Facility. To the north and south of Bridgeport, land use is agricultural, resource management and low density residential. Private land ownership dominates.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395. No Park 'n Ride, rail or fixed route bus service is available.
Bryant Field, located near the Bridgeport Reservoir off SR 182, is a General Aviation, Community-Recreation Airport.

Highway Log Right of Way Information

Average Median Width:	14'	Meters	4.27
Average Shoulder Widths:	6'	Meters	1.83
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

On-street parking is allowed through Bridgeport. Median is a two way left turn lane.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,700	550	0.08	E-30
2010	4,790	710	0.10	E-30
2020	5,290	780	0.11	E-30

Calculation Factors

% Traffic growth		% Trucks:	5
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.87	Total Accident Rate	4.37
F+ I Accident Rate vs Statewide Avg.	1.26	Total Accident Rate vs Statewide Avg.	2.93

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

LOS is reduced to E due in part to speed limit restrictions through the CBD (State Highway Inventory Manual, Page II-99, "Capacity for Multilane Roads" March, 1994).
The total accident rate is 293% of the statewide average.
Analysis of primary collision factors reveals that 26% of the accidents are due to speeding, 23% are "fell asleep", 10% are improper turn movements.

Environmental Concerns

Cultural/historical resources and riparian/wetlands may be effected by any improvement projects in and around this area.

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

US 395 SEGMENT FACT SHEET

Length (Km): 16.1	Length (Mi): 10.0	Segment: <u>Mono 5-08</u>
PKm Back: 123.4	Back PM: 76.7	2 lane section north of Bridgeport
PKm Ahead: 139.5	Ahead PM: 86.7	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	2	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	C
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Add passing lanes, turnouts, widen shoulders where feasible keeping bicycles in mind.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70.0/120.0. Environmental constraints may limit the scope of improvements to the highway in this segment.

Deer fences will be considered on a case by case basis and where it is found to be effective.

Description - Rationale - General Comments

Segment 5-08 is a 2-lane undivided conventional facility. No passing lanes are present through this section. Barrier striping prohibits passing in 20% of the segment. Terrain is generally flat, with some gently rolling sections at the north end of the segment. Shoulder widths average 2'. There is a deer crossing advisory sign at PM 80.3, indicating that this segment passes through a major deer migration area.

In 1997, Caltrans Planning and Environmental Staff conducted a "windshield" field review to note locations north of PM 70.0 where the highway could be widened with minimum amount of impacts. Some issues to be addressed include impacts to wetlands, noise, bird habitat, farmlands, cultural and historic resources. The assumption for these projects is that each will be an upgrade along the existing alignment to a 4 lane facility. Projects tentatively identified are as follows:

- MNO-395-73.0/76.4 (1 mile north of Green Creek Rd to Hays Street)
- MNO-395-77.5/81.6 (North end of Bridgeport to Old Ranger Station Rd)
- MNO-395-88.3/91.6 (North end of Devil's Gate passing lane to Burcham Flat Rd)
- MNO-395-116.5/118.0 (Near US 395/SR 89 junction)

This area may also be subject to 'beautification' improvements such as burying utilities.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Land use is predominately grazing/ranching and undeveloped open space. Wetlands are located adjacent to the highway throughout the segment. Land holders are mainly private and Toiyabe National Forest.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0	Meters	0.00
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,700	550	0.26	C
2010	4,790	710	0.34	C
2020	5,290	780	0.38	C

Calculation Factors

% Traffic growth		% Trucks:	7
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.39	Total Accident Rate	0.81
F+ I Accident Rate vs Statewide Avg.	0.64	Total Accident Rate vs Statewide Avg.	0.68

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

Any future projects that may be considered, may impact federal and or state protected 1) mule deer and 2) swallows. Additional areas of concern are the protection of riparian/wetlands, streams, cultural/historical resources, and farmlands.

US 395 SEGMENT FACT SHEET

Length (Km): 2.7	Length (Mi): 1.7	Segment: <u>Mono 5-09</u>
PKm Back: 139.5	Back PM: 86.7	4 lane section on Devil's Gate Summit
PKm Ahead: 142.2	Ahead PM: 88.4	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane conventional
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders and median where possible to conform to multilane rural conventional highway design standards. Convert to expressway.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70.0/120.0. Environmental constraints may limit the scope of improvements to the highway in this segment.

Description - Rationale - General Comments

Segment 5-09 is a 4 lane divided conventional highway. Shoulders average 4' in width, with 12' lanes and a 4' paved median. This section passes over Devil's Gate Summit, elevation 7519'. Grades average 4% over the summit.

In 1997, Caltrans Planning and Environmental Staff conducted a "windshield" field review to note locations north of PM 70.0 where the highway could be widened with minimum amount of impacts. Some issues to be addressed include impacts to wetlands, noise, bird habitat, cultural and historic resources. The assumption for these projects is that each will be an upgrade along the existing alignment to a 4 lane facility. Projects tentatively identified are as follows:

- MNO-395-73.0/76.4 (1 mile north of Green Creek Rd to Hays Street)
- MNO-395-77.5/81.6 (North end of Bridgeport to Old Ranger Station Rd)
- MNO-395-88.3/91.6 (North end of Devil's Gate passing lane to Burcham Flat Rd)
- MNO-395-116.5/118.0 (Near US 395/SR 89 junction)

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Land use adjacent to this segment is grazing/ranching and open space. Scattered ranches are located on both sides of the highway. Fales Hot Springs, Swauger Creek, and associated wetlands are adjacent to the highway. Private land and Toiyabe National Forest land dominates.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	4'	Meters	1.22
Average Shoulder Widths:	4'	Meters	1.22
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,700	550	0.08	A
2010	4,790	710	0.10	A
2020	5,290	780	0.11	A

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	5
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	4% grade

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.31	Total Accident Rate	1.08
F+ I Accident Rate vs Statewide Avg.	0.52	Total Accident Rate vs Statewide Avg.	0.68

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The concept for this segment is to upgrade the existing highway to expressway standards. It may impact federal and state protected 1) mule deer, and 2) indigenous bird species. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Additional areas of concern are the protection of riparian/wetlands and cultural/historical resources within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 12.2	Length (Mi): 7.6	Segment: Mono 5-10
PKm Back: 142.2	Back PM: 88.4	2 lane section north of Devil's Gate through Burcham Flat to south end of Walker River Canyon
PKm Ahead: 154.5	Ahead PM: 96.0	

Functional Classification: Principal Arterial

Route Designations:

NHS	YES	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Freeway Expressway	YES	Scenic	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
STRAHNET	YES	Life Line	1	0=Non Life Line, 1=Life Line Route
Regionally Significant	YES	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility	2 lane conventional
Present LOS	D
Concept Facility	4 lane C/E or fully improved 2 lane C/E with passing lanes
Concept LOS	C
Ultimate Facility	4 lane expressway

Route Concept Improvements

Widen to 4 lanes where feasible and warranted. Widen shoulders and /or construct passing lanes and other safety and operational improvements to bring segment up to Route Concept LOS where warranted. The District 9 10-year Operational Improvement Plan lists a curve correction for PM 95.8, and turnouts and pullouts from PM 70/120.0, and a curve correction at PM 95.8.

Description - Rationale - General Comments

Segment 5-10 is a 2-lane undivided conventional facility. No passing lanes are present in this segment, and barrier striping prevents passing through approximately 60% of the segment length. Posted speed limit is 65 mph, with a 50 mph curve advisory sign at PM 91.5. The junction of US 395/SR 108 is located at PM 93.7. SR 108 is closed in the winter, however, it provides year round access to the Marine Corps Mountain Warfare Training Center at Pickel Meadows.

Paved shoulder widths average 1' through this segment, and should be widened where possible. Terrain is rolling, with short stretches of steeper grades in spot locations. The LOS is currently D, degrading to E within the 10 year period. Passing lanes should be added where feasible, particularly on the southbound (upgrade) lanes. In 1997, Caltrans Planning and Environmental Staff conducted a "windshield" field review to note locations north of PM 70.0 where the highway could be widened with minimum amount of impacts. Some issues to be addressed include impacts to wetlands, noise, bird habitat, farmlands, cultural and historic resources. The assumption for these projects is that each will be an upgrade along the existing alignment to a 4-lane facility. Projects tentatively identified are as follows:

- MNO-395-73.0/76.4 (1 mile north of Green Creek Rd to Hays Street)
- MNO-395-77.5/81.6 (North end of Bridgeport to Old Ranger Station Rd)
- MNO-395-88.3/91.6 (North end of Devil's Gate passing lane to Burcham Flat Rd)
- MNO-395-116.5/118.0 (Near US 395/SR 89 junction)

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Land holders are private and Toiyabe National Forest. The majority of National Forest Land on the west side of the highway is designated as motorized vehicle use restricted. Land use designations according to the Mono County General Plan are Large Lot residential and Toiyabe National Forest Lands. Much of the land is used for ranching and undeveloped open space. Several Forest Service Campgrounds are accessed from this segment.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	1'	Meters	0.30
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,700	550	0.41	D
2010	4,790	710	0.51	E
2020	5,290	780	0.54	E

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.64	Total Accident Rate	1.27
F+ I Accident Rate vs Statewide Avg.	0.97	Total Accident Rate vs Statewide Avg.	0.96

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this improvement project area are the 1) mule deer and 2) bats. The impacts may also effect these species' immediate and surrounding critical breeding, foraging, and migratory bird habitats. Additional areas of concern are the riparian/wetlands, streams, cultural/historical/archaeological resources, and scenic resources within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 16.7	Length (Mi): 10.4	Segment: <u>Mono 5-11</u>
PKm Back: 154.5	Back PM: 96.0	2 lane section through Walker River Canyon
PKm Ahead: 171.2	Ahead PM: 106.4	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional with passing lanes
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This segment is subject to severe flood events, as evidenced by the January 1997 flood that destroyed sections of US 395 through the Walker River Canyon, resulting in a 6 month road closure. The possibility of realignment around the Walker River Canyon could be considered in the future due to the possibility of severe flood events.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70/120.0. Environmental constraints may limit the scope of improvements to the highway in this segment.

Maintain shoulders for bicycles by continuous sweeping and removal of debris, rocks etc.

Description - Rationale - General Comments

Segment 5-11 follows a winding alignment through the Walker River Canyon. The river is adjacent to east side of the highway, and the west side features steep canyon topography. It is a 2 -lane undivided conventional highway with passing lanes and paved turnouts. Shoulders widths vary from 0' - 6'. The posted speed limit is 55 mph, with several curve advisory signs recommending speeds of 35-45 mph. Through the canyon, there are several USFS campgrounds with turning channelization into these areas.

Because of severe damage to the roadbed as a result of the 1997 flood, there may be support from other agencies and local communities to realign US 395 out of the canyon.

This segment is currently operating at LOS D, and will degrade to LOS E by 2010 if no improvements are made.

Programmed Projects

No capacity or operational improvements are programmed for this segment.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Land owners are Toiyabe National Forest, private, and Department of Fish and Game (State Public Use Land). Recreational land use prevails. Several campgrounds and picnic areas (Chris Flat, Bootleg, Shingle Mill) operated by the USFS are accessed from this segment. The Walker River is a popular fishing area. At the north end of the segment, near the community of Walker, BLM owns land on the west side of the highway.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County. The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno. Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	2'	Meters	0.61
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Paved turnouts are present through this segment.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3700	550	0.41	D
2010	4,790	710	0.52	E
2020	5,290	780	0.55	E

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.63	Total Accident Rate	0.98
F+ I Accident Rate vs Statewide Avg.	0.81	Total Accident Rate vs Statewide Avg.	0.66

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted by improvements within this area are the 1) mule deer and 2) DF&G fisheries. The impacts may also effect these species' immediate and surrounding critical breeding, foraging, and migratory habitats. Additional areas of concern are the riparian/wetlands, streams, floods, cultural/historical/archaeological resources, and scenic resources within and around this project area.

US 395 SEGMENT FACT SHEET

Length (Km): 2.4	Length (Mi): 1.5	Segment: <u>Mono 5-12</u>
PKm Back: 171.2	Back PM: 106.4	Walker Central Business District
PKm Ahead: 173.6	Ahead PM: 107.9	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Alleviate congestion in the summer months, and enhance pedestrian safety by using measures such as channelization, signals, and removing on-street parking. Ultimately, formal studies with public hearings should be conducted to consider the the long term operational status and design of this segment of highway.

When widening shoulders, the possibility of providing bike lanes should be considered wherever possible through the CBD, unless there is a viable alternative route.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70/120.0. Environmental constraints adjacent to the central business district may limit the scope of improvements to the highway in this segment.

Description - Rationale - General Comments

This segment passes through the community of Walker, population 300. The highway is a 2-lane undivided conventional facility, with a two way left turn lane. The posted speed limit is 45 mph from PM 106.5 to 108.00. No traffic signals or pedestrian crosswalks are present. Scattered commercial establishments and residences are present along the roadway. Growth in the Walker Area is predicted to be low within the 20 year planning horizon.

Segment 5-12 traverses through the general area bounded by the Walker River Canyon on the south and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane. Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities.

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.
Construction year: 2001 Cost: \$6,566,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

Land use through the community of Walker is designated as Estate Residential, Mixed Use, Public Facility and Agricultural. BLM, Toiyabe National Forest and private owners hold the majority of land in the area. The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	14'	Meters	4.27
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

Median consists of a two way left turn lane.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	4,100	640	0.39	D
2010	5,300	830	0.50	D
2020	5,850	920	0.54	D

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	LEVEL

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.31	Total Accident Rate	1.39
F+ I Accident Rate vs Statewide Avg.	0.36	Total Accident Rate vs Statewide Avg.	0.88

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are the 1) mule deer and 2) bald eagles. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Additional areas of concern are the riparian/wetlands, farmlands, and socioeconomic impacts to the community within and around this area.

US 395 SEGMENT FACT SHEET

Length (Km): 5.1	Length (Mi): 3.2	Segment: Mono 5-13
PKm Back: 173.6	Back PM: 107.9	2 lane section north of Walker through the Antelope Valley
PKm Ahead: 178.8	Ahead PM: 111.1	

Functional Classification: Principal Arterial

Route Designations:

NHS	YES	Nat'l Truck Network	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Freeway Expressway	YES	Scenic	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
STRAHNET	YES	Life Line	1	0=Non Life Line, 1=Life Line Route
Regionally Significant	YES	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

Present Facility	2 lane conventional
Present LOS	D
Concept Facility	4 lane C/E or fully improved 2 lane C/E with passing lanes
Concept LOS	C
Ultimate Facility	4 lane expressway

Route Concept Improvements

Widen shoulders and other safety and operational improvements to bring segment up to Route Concept LOS. The Mono County Regional Transportation Plan's #4 priority is to widen shoulders on US 395 through the Antelope Valley. Take into account bicycles when widening shoulders.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70.0/120.0, and a channelization project at PM 111.0. Environmental constraints may limit the scope of improvements to the highway in this segment.

Description - Rationale - General Comments

The current facility is a 2-lane undivided conventional facility with 12' lanes, and 0' -2' shoulders. The Coleville Rehab Project (Construction year 2000/01) will widen shoulders to 8' where possible through this segment. Posted speed is 55 mph, with 50 mph curve advisories.

Segment 5-13 traverses through the general area bounded by the Walker River Canyon on the south, and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane.

Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities. Local opposition to adding lanes is present.

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.
Construction year: 2001 Cost: \$6,566,000

SHOPP (Minor A): MNO-395-109.7. Topaz/Larson Lane Turn Pocket. Construct left turn pocket on southbound lanes.
Construction year: 2003 Cost: \$600,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

The land use along this segment is rural residential, agricultural/ranching and open space. Dept. of Fish and Game, BLM, and private owners are the majority land holders in the area. Much of the Antelope Valley is in the floodplain of the Walker River and may contain wetlands.

According to the Mono County General Plan, the area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	0'	Meters	0.00
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,650	570	0.42	D
2010	4,720	740	0.52	E
2020	5,210	820	0.55	E

Calculation Factors

% Traffic growth		% Trucks:	6
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.54	Total Accident Rate	1.08
F+ I Accident Rate vs Statewide Avg.	0.93	Total Accident Rate vs Statewide Avg.	1.01

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are the 1) mule deer, 2) raptors, and 3) bald eagles. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Other identified areas of concern will be the floodplain issue to the community and the protection of riparian/wetlands, farmlands and scenic resources within and around this area.

US 395 SEGMENT FACT SHEET

Length (Km): 1.1	Length (Mi): 0.7	Segment: <u>Mono 5-14</u>
PKm Back: 178.8	Back PM: 111.1	Coleville Central Business District
PKm Ahead: 179.9	Ahead PM: 111.8	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Alleviate congestion and enhance pedestrian safety by using measures such as channelization, and implementation of other access management tools. Ultimately, formal studies with public hearings should be conducted to consider the long term operational status and design of this segment of highway.

When widening shoulders, bike lanes should be considered through the CBD.

The District 9 10-Year Operation Improvement Plan lists turnouts and pullouts where feasible from PM 70.0/120.0, and a channelization project at PM 111.0. The Mono County Regional Transportation Plan's #4 priority is to widen shoulders on US 395 through the Antelope Valley. Environmental constraints may limit the scope of improvements to the highway in this segment.

Description - Rationale - General Comments

Segment 5-14 passes through Coleville, a small community (population 43), that consists of a high school, post office, church, and residences along the highway. No services are available. No traffic signals are present, and the posted speed is 45 mph, with a school crossing at PM 111.5. This crosswalk has a yellow flashing beacon to alert traffic to yield to pedestrians when activated by the school principal. Speed limit is 25 mph when children are present.

This segment traverses through the general area bounded by the Walker River Canyon on the south, and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane. Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities.

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.
Construction year: 2001 Cost: \$6,566,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (federal standards)
for PM₁₀

Land Use

The land use through the Coleville CBD is commercial, residential, public facility and agriculture. Much of the Antelope Valley is in the floodplain of the Walker River and may contain wetlands. Population growth is expected to be low within the 20 year planning period.

The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	14'	Meters	4.27
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

On street parking is allowed through this segment. The median consists of a two way left turn lane.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,650	570	0.42	D
2010	4,720	740	0.51	E
2020	5,210	820	0.54	E

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.35	Total Accident Rate	1.06
F+ I Accident Rate vs Statewide Avg.	0.71	Total Accident Rate vs Statewide Avg.	1.18

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are the 1) mule deer 2) raptors, and 3) bald eagles. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Other identified areas of concern will be the floodplain issue to the community and the protection of riparian/wetlands and farmlands within and around this segment.

US 395 SEGMENT FACT SHEET

Length (Km): 1.1	Length (Mi): 0.7	Segment: <u>Mono 5-15</u>
PKm Back: 179.9	Back PM: 111.8	2 lane section - North Coleville Area
PKm Ahead: 181.0	Ahead PM: 112.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	C
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Widen shoulders for bicycles and motorists and/or construct passing lanes and other safety and operational improvements to maintain the Route Concept LOS, where feasible and warranted. The District 9 10-year Operational Improvement Plan calls for turnouts and pullouts where possible from PM 70/120.00 in Mono County.

When widening shoulders, bike lanes should be considered.

Description - Rationale - General Comments

This portion of US 395 is a 2-lane conventional highway throughout the segment. It passes through rolling terrain just south of Topaz Lake. Posted speed limit is 55 mph. Passing opportunities are limited by barrier striping through 60% of this segment. These restrictions, combined with rolling terrain, and slow-moving recreational vehicles and trucks cause queuing and unsafe passing attempts by motorists. Passing lanes, turnouts and/or pullouts should be considered to alleviate these issues.

Segment 5-15 traverses through the general area bounded by the Walker River Canyon on the south, and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane. Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities.

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.

Construction year: 2001 Cost: \$6,566,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono county General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District. 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

The majority of land is privately held through this segment. BLM owns pockets of land in spot locations. Agricultural land uses prevail on the east side of the highway, with residential and resource management designations on the west side. Much of the Antelope Valley is in the floodplain of the Walker River and may contain wetlands. Predicted population growth in the area is low.

The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,650	570	0.29	C
2010	4,720	740	0.38	D
2020	5,210	820	0.42	D

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	6
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.00	Total Accident Rate	0.37
F+ I Accident Rate vs Statewide Avg.	0.49	Total Accident Rate vs Statewide Avg.	0.90

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are the 1) mule deer, 2) raptors, and 3) bald eagles. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Other identified areas of concern will be the floodplain issue to the community and protection of riparian/wetlands and farmlands within and around this segment.

US 395 SEGMENT FACT SHEET

Length (Km): 3.2	Length (Mi): 2.0	Segment: <u>Mono 5-16</u>
PKm Back: 181.0	Back PM: 112.5	4 lane section (After STIP improvement) through the Topaz Community Area
PKm Ahead: 184.2	Ahead PM: 114.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	2	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	4 lane conventional (After STIP improvement)
<u>Present LOS</u>	A
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

This section will be widened to 4 lanes in 2002. The Topaz Passing Lanes Project Report (April 1995) proposes to add northbound and southbound passing lanes to the existing 2-lane conventional highway to create an all-paved passing lane section. The section will include 12' lanes, 4' paved median and 8' paved shoulders. This improvement will provide the only passing lane section between the CA/NV state line and the Walker River Canyon. After improvements, maintain shoulders for bicycles by sweeping etc.

Description - Rationale - General Comments

Segment 5-16 will be a conventional highway with north and southbound passing lanes. Access to multifamily housing units which support the needs of the Marine Corps Mountain Warfare Training Center at Pickel Meadows on SR 108 is provided at PM 113.0.

This segment of US 395 traverses through the general area bounded by the Walker River Canyon on the south and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane. Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities.

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.
Construction year: 2001 Cost: \$6,566,000

1998 STIP: MNO-395-112.5/114.5. Near Coleville - South of Topaz Lake - passing lanes both directions. Construction year: 2001/02. Cost: \$4,928,000.

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

BLM and private owners hold the majority of land through this segment. Land use along this segment is predominately zoned agricultural and residential with limited commercial uses. Much of the Antelope Valley is in the floodplain of the Walker River and may contain wetlands. The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.
The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.
Bicycle travel is allowed on US 395.
No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	4'	Meters	1.22
Average Shoulder Widths:	8'	Meters	2.44
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

The R/W information provided is based on data contained in the Topaz Passing Lanes Project Report. Actual widths may vary as project undergoes construction.

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,650	570	0.10	A
2010	4,720	740	0.12	A
2020	5,210	820	0.13	A

Calculation Factors

% Traffic growth		% Trucks:	6
per year (0-10 yrs):	2	% RVs:	4
% Traffic growth per		% Buses:	1
year (10-20 yrs):	1		
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.12	Total Accident Rate	0.37
F+ I Accident Rate vs Statewide Avg.	0.24	Total Accident Rate vs Statewide Avg.	0.41

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994
Topaz Passing Lanes PSR,

Environmental Concerns

The federal and or state protected species that may be effected by any future projects are the 1) mule deer and 2) raptors. The impacts may also effect these native species' immediate and surrounding critical breeding, foraging, and migratory habitats. Other identified areas of concern are the floodplain issue to the community and the protection of riparian/wetlands and farmlands within and around this segment.

US 395 SEGMENT FACT SHEET

Length (Km): 9.7	Length (Mi): 6.0	Segment: <u>Mono 5-17</u>
PKm Back: 184.2	Back PM: 114.5	2 lane section adjacent to Topaz Lake to California/Nevada state line
PKm Ahead: 193.9	Ahead PM: 120.5	

Functional Classification: Principal Arterial

Route Designations:

<u>NHS</u>	YES	<u>Nat'l Truck Network</u>	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
<u>Freeway Expressway</u>	YES	<u>Scenic</u>	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
<u>STRAHNET</u>	YES	<u>Life Line</u>	1	0=Non Life Line, 1=Life Line Route
<u>Regionally Significant</u>	YES	<u>IRRS</u>	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst.

<u>Present Facility</u>	2 lane conventional
<u>Present LOS</u>	D
<u>Concept Facility</u>	4 lane C/E or fully improved 2 lane C/E with passing lanes
<u>Concept LOS</u>	C
<u>Ultimate Facility</u>	4 lane expressway

Route Concept Improvements

Construct passing lanes where feasible and warranted to bring segment up to Route Concept LOS. Widen shoulders and maintain for bicycles.

The District 9 10-year Operational Improvement Plan lists turnouts and pullouts from PM 70/120.0, and a curve correction at PM 119.5.

The relocation of High Point (PM 119) has been identified by the LTC as a high priority project due to icing conditions and safety concerns.

Description - Rationale - General Comments

Segment 5-17 extends from the north end of the Topaz Passing Lanes project to the California/Nevada state line. It is a 2-lane, undivided conventional highway. Posted speed limit is 55 mph, however, numerous curve advisory signs restrict speeds to 35-45 in spot locations. Terrain is rolling, and the highway follows a winding alignment adjacent to Topaz Lake at the north end of the segment near the state line. There is a weigh station at PM 116.9. There is a changeable message sign at PM 120.5, at the Agricultural Inspection Station on the west side of the highway. The junction of SR 89 to Markleeville (closed in winter) is at PM 117.0.

This segment of US 395 traverses through the general area bounded by the Walker River Canyon on the south, and Topaz Lake on the north known as the Antelope Valley. The Antelope Valley Regional Planning Advisory Committee has recommended opposing the four-laning of US 395 or 4-lane passing lanes in the Antelope Valley and/or the relocation of US 395 to Eastside Lane. Communication and coordination with local agencies in this area is imperative to define suitable alternatives to meet the needs of the interregional traveler and the local communities.

The segment will deteriorate to LOS E by 2010, based on yearly traffic growth rates of 2% (10 years) and 1% (20 years). In 1997, Caltrans Planning and Environmental Staff conducted a "windshield" field review to note locations north of PM 70.0 where the highway could be widened with minimum amount of impacts. Some issues to be addressed include impacts to wetlands, noise, bird habitat, farmlands, cultural and historic resources. The assumption for these projects is that each will be an upgrade along the existing alignment to a 4-lane facility. Projects tentatively identified are as follows:

- MNO-395-73.0/76.4 (1 mile north of Green Creek Rd to Hays Street)
- MNO-395-77.5/81.6(North end of Bridgeport to Old Ranger Station Rd)
- MNO-395-88.3/91.6 (North end of Devil's Gate passing lane to Burcham Flat Rd)
- MNO-395-116.5/118.0 (Near US 395/SR 89 junction)

Programmed Projects

1998 SHOPP: MNO-395-107.8/120.5. Coleville Rehab. Digouts, crack seal, AC overlay, widen shoulders in spot locations.
Construction year: 2001 Cost: \$6,566,000

US 395 SEGMENT FACT SHEET

Local Jurisdictions

RTPA

Mono County LTC, Scott Burns, Executive Director
PO Box 347 Mammoth Lakes, CA 93546
(760) 924-5450

Local/Regional LOS Standards

General Plan

Mono County General Plan,
1994 update

General Plan Standards

LOS: C
Facility Standard:
4 lane C/E or 2 lane C/E with passing
lanes

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.

Air Basin

Great Basin Valleys

Air Quality District

Great Basin Unified Air Pollution Control
District, 157 Short St. Bishop, CA 93514
(760) 872-8211

Comments

This segment is classified as
attainment (Federal standards)
for PM₁₀

Land Use

BLM and private land holdings dominate. Land use designations in the Topaz Lake Area are open space, agricultural, residential, mixed use and resource management (BLM). Much of the Antelope Valley is in the floodplain of the Walker River and may contain wetlands. Topaz lake is a popular fishing area for residents and visitors alike. Just over the state line, the Topaz Lodge Resort/Casino operates.

The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is predicted to be minimal in the near future.

Transit Services/Modal Options

Inyo-Mono Dial-a-ride is the public transportation provider in Mono County.

The Greyhound Bus Company has service available once a day in each direction between Los Angeles and Reno.

Bicycle travel is allowed on US 395. No Park n Ride, rail or fixed route bus service is available.

Highway Log Right of Way Information

Average Median Width:	0'	Meters	0.00
Average Shoulder Widths:	1'	Meters	0.30
Average Lane Widths:	12'	Meters	3.66

RW Comments General:

None

Traffic Forecasts

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>
1997	3,350	530	0.37	D
2010	4,330	690	0.47	E
2020	4,780	760	0.51	E

Calculation Factors

% Traffic growth per year (0-10 yrs):	2	% Trucks:	9
% Traffic growth per year (10-20 yrs):	1	% RVs:	4
		% Buses:	1
Directional Split:	60/40	Terrain:	ROLLING

TASAS Accident Data - rates are per million vehicle miles from 7/95 through 6/98

Fatal + Injury Accident Rate	0.43	Total Accident Rate	1.04
F+ I Accident Rate vs Statewide Avg.	0.64	Total Accident Rate vs Statewide Avg.	0.83

The Accident Rate vs. Statewide average is the ratio of a segment's accident rate to the statewide average accident rate for this type of facility in comparable terrain. Accidents become a concern when the number exceeds 1.5.

Traffic Analysis Comments

None

Bibliography, Special Studies/Reports

Mono County Regional Transportation Plan, 1994
Mono County General Plan, 1994

Environmental Concerns

The federal and or state protected species that may be impacted within this segment are 1) mule deer, 2) cottonwoods, 3) raptors, and 4) bald eagles. Other identified areas of concern will be the floodplain, water quality, and hazardous waste (underground gas tanks) issues to the community, and the protection of riparian/wetlands, farmlands, cultural/historical resources, and scenic resources within and around this segment.

Glossary of Terms

Functional Classification: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads and Local Roads.

Concept Facility: Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors.

Concept LOS: Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.

Present Facility: Highway type and general characteristics at the time of this study.

Ultimate Facility: Estimation of the highway type necessary to fulfill the corridor needs beyond the 20-year planning period. Forecasting beyond a 20-year period is difficult for several reasons, and any concept identified for the “ultimate corridor” must be considered somewhat speculative and should be used cautiously.

Programmed Projects: Capacity-enhancing or operational improvement projects programmed through the STIP or SHOPP. Does not include every project programmed for a segment, only those that are considered relevant to achieving route concept standards.

Directional Split: The percentage of traffic in the peak direction during the peak hour.

Levels of Service

The concept of levels of service uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility for which analysis procedures are available they are given letter designations, from A to F, with level of service (LOS) A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. The volume of traffic that can be served under the stop-and-go conditions of LOS F is generally accepted as being lower than possible at LOS E; consequently, service flow rate E is the value that corresponds to the maximum flow rate, or capacity, on the facility. For most design or planning purposes, however, service flow rates D or C are usually used because they ensure a more acceptable quality of service to facility users. Adjustment factors used for analysis are described in Table 1-3. For more detailed descriptions of the levels of service, see chapters 3 through 13 of the Highway Capacity Manual.

Acronyms

AADT	Average Annual Daily Traffic
ADT	Average Daily Traffic
BLM	Bureau of Land Management
Caltrans	California Department of Transportation
CBD	Central Business District
GBUAPCD	Great Basin Unified Air Pollution Control District
IRRS	Interregional Road System
KP	Kilometer Post
LADWP	Los Angeles Department of Water and Power
LOS	Level of Service
LTC	Local Transportation Commission
NHS	National Highway System
PM	Postmile
PA&ED	Project Approval & Environmental Document
Rehab	Rehabilitation (pavement)
RV	Recreational Vehicle
SHOPP	State Highway Operations Protection Plan
SR	State Route
STAA	Surface Transportation Assistance Act
STIP	State Transportation improvement Plan
STRAHNET	Strategic Highway Network
V/C Ratio	Volume to Capacity Ratio

Selected References

1997 Traffic Volumes on California State Highways
1997 Annual Average Daily Truck Traffic on the California State Highway System
TASAS Table B Accident Data
District 9 Speed Zone Surveys
Postmile Log-District 9, revised 10/96
1997 California State Highway Log-Caltrans District 9 & 6
1997 Route Segment Report
1985 Highway Capacity Manual/Highway Capacity Software v. 2.1
Teale Data Center govtowna.shp/centrcta.shp GIS coverages (land use/population density)
California Department of Finance 1990 population estimates

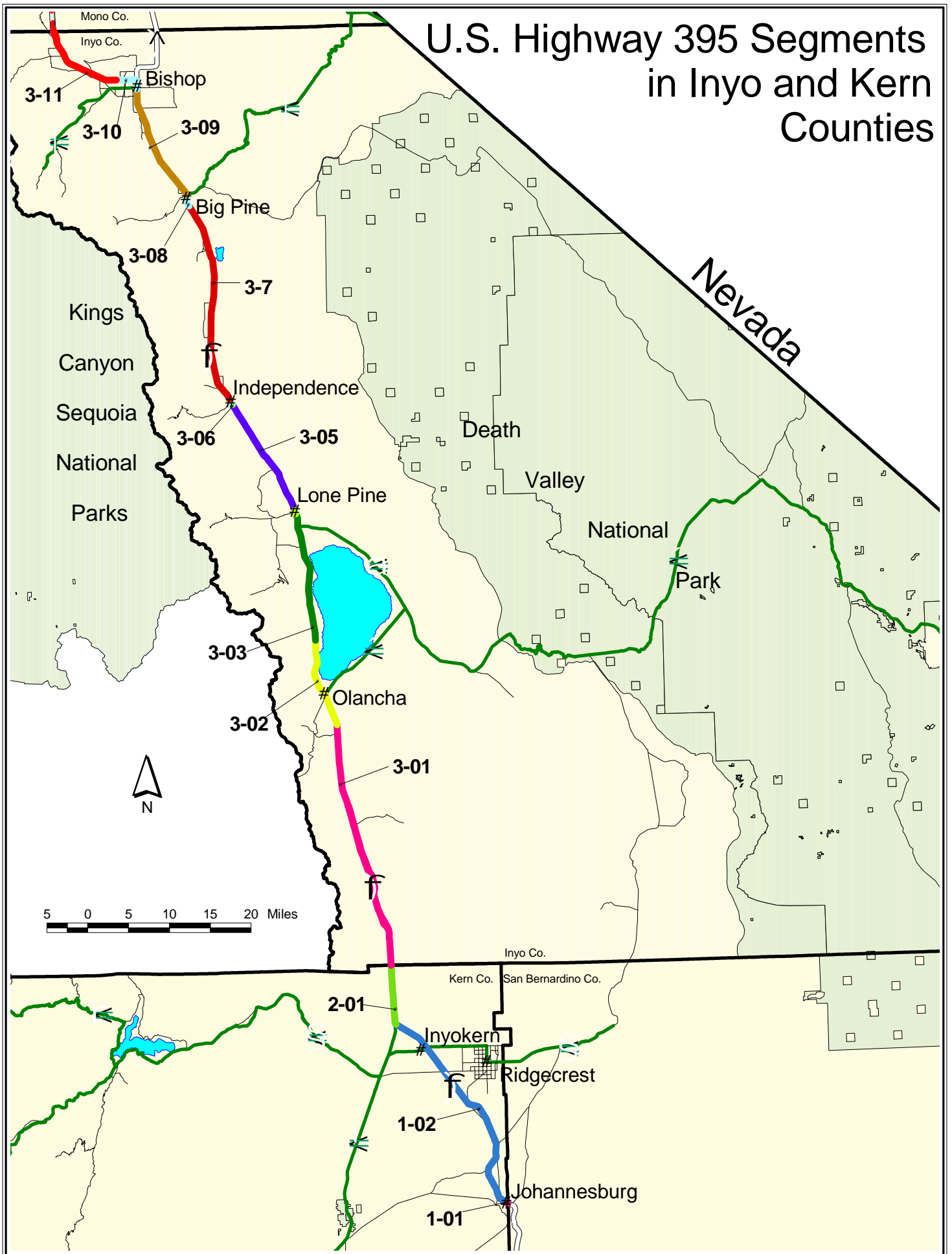
TABLE 1-3. ADJUSTMENT FACTORS USED FOR ANALYSES

FACILITY	FACTORS		
	ROADWAY	TRAFFIC	CONTROL
<i>Uninterrupted Flow Facilities</i>			
Freeways—basic sections	<ul style="list-style-type: none"> • Lane width • Lateral clearance • Grade • Number of lanes 	<ul style="list-style-type: none"> • Peak hour factor • Heavy vehicles • Driver type • Free flow speed 	
Freeways—weaving	<ul style="list-style-type: none"> • Same as basic sections, plus • Configuration • Length • Numbers of lanes 	<ul style="list-style-type: none"> • Same as basic section, plus • Volume ratio • Weaving ratio 	
Freeways—ramp junctions	<ul style="list-style-type: none"> • Adjacent ramp configuration • Number of lanes 	<ul style="list-style-type: none"> • Peak hour factor • Heavy vehicles 	• Metering rate
Freeways—ramp roadways	<ul style="list-style-type: none"> • Lane width • Number of ramp lanes 	• Heavy vehicles	
Two-lane highways	<ul style="list-style-type: none"> • Design speed • Percent no passing • Lane width • Shoulder width • Grade 	<ul style="list-style-type: none"> • Directional split • Peak hour factor • Heavy vehicles 	
Multilane highways	<ul style="list-style-type: none"> • Same as freeways, basic sections, plus • Development environment 	• Same as freeways, basic sections	
<i>Interrupted Flow Facilities</i>			
Signalized intersections	<ul style="list-style-type: none"> • Lane width • Area type • Grade • Number of lanes • Type of lanes • Turning radius 	<ul style="list-style-type: none"> • Peak hour factor • Heavy vehicles • Right turns • Left turns • Pedestrian activity • Parking • Bus stops 	<ul style="list-style-type: none"> • Phasing • Green time • Cycle length • Signal progression
Unsignalized intersections	<ul style="list-style-type: none"> • Grade • Number of lanes • Type of lanes • Curb radius • Sight distance • Area population 	<ul style="list-style-type: none"> • Peak hour factor • Heavy vehicles • Turning movements 	• Stop control
Urban arterials	• Same as signalized intersections, plus arterial classification	• Same as signalized intersections, plus free flow speed	• Same as signalized intersections
Transit	<ul style="list-style-type: none"> • (Level of service within vehicle depends on space per passenger) • Number of lanes • Station and stop design 	• Peaking	<ul style="list-style-type: none"> • Length of bus stop • Fare collection practices
Pedestrians—walkways	• Effective width	• Peaking	
Bicycles—bike lanes	<ul style="list-style-type: none"> • Number of lanes • Turning traffic • Percent heavy vehicles 	<ul style="list-style-type: none"> • Turning traffic • Percent heavy vehicles 	

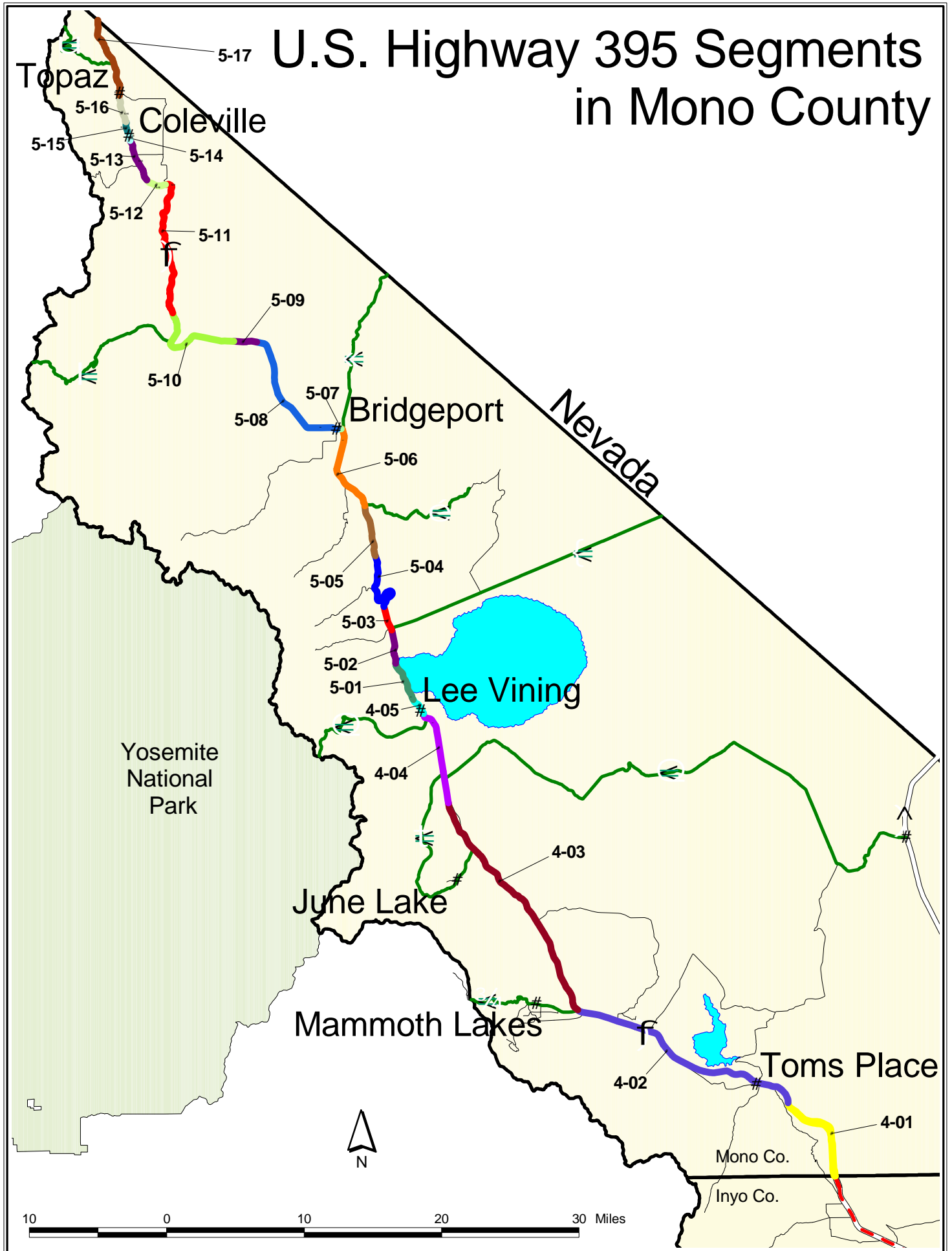
APPENDIX 1

SEGMENT MAPS

U.S. Highway 395 Segments in Inyo and Kern Counties



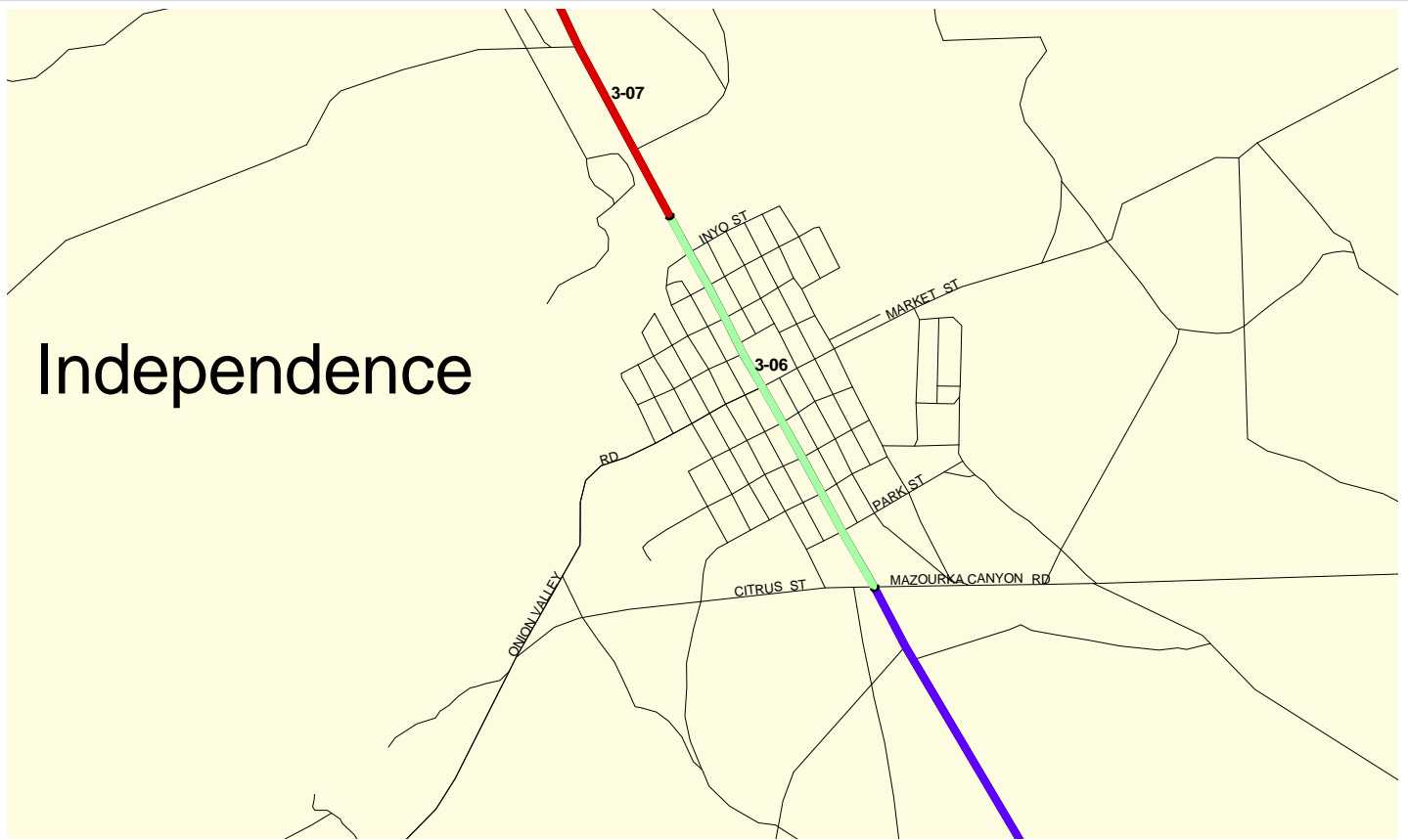
U.S. Highway 395 Segments in Mono County



APPENDIX 2

Central Business District Maps

Independence



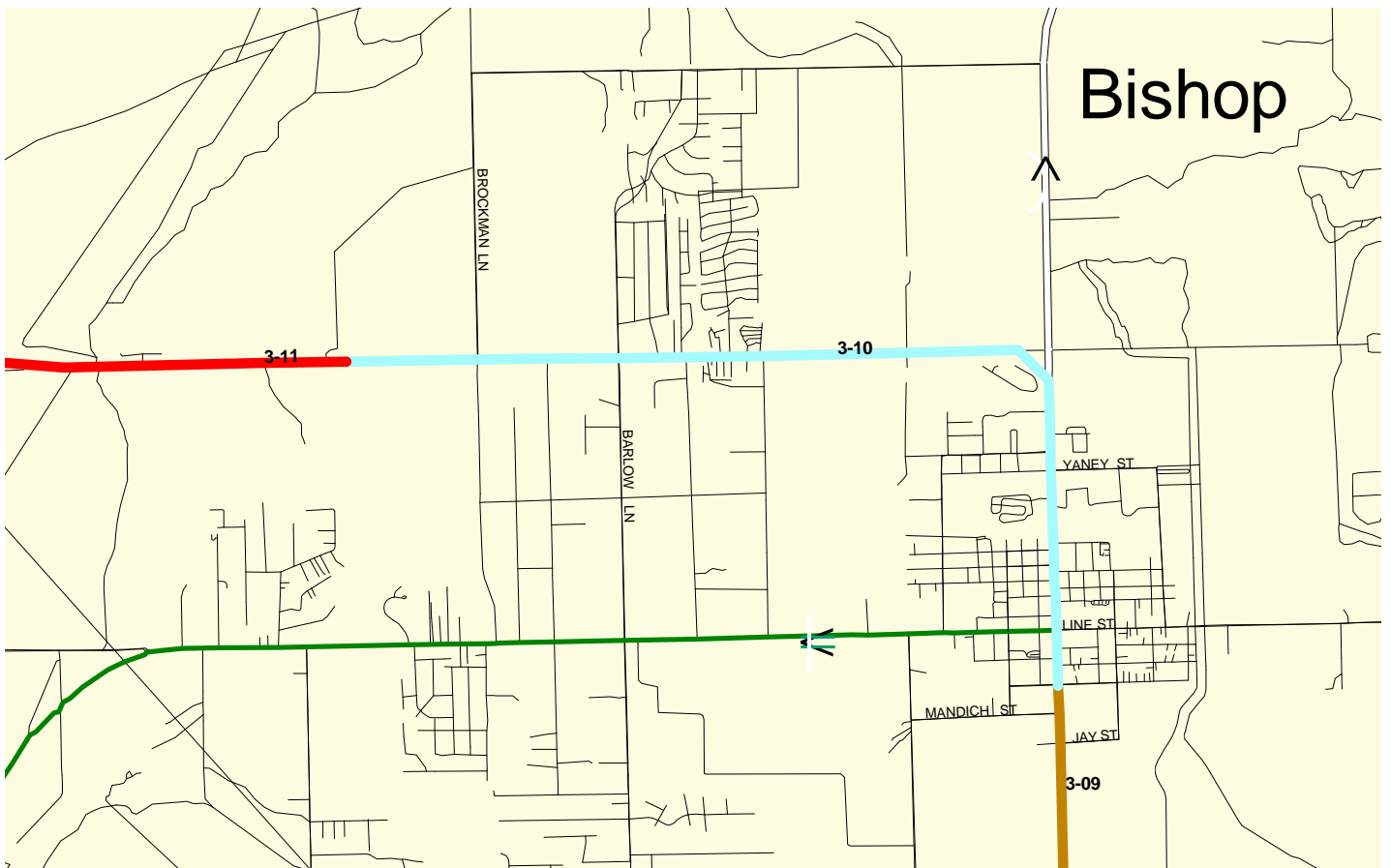
Lone Pine



Big Pine



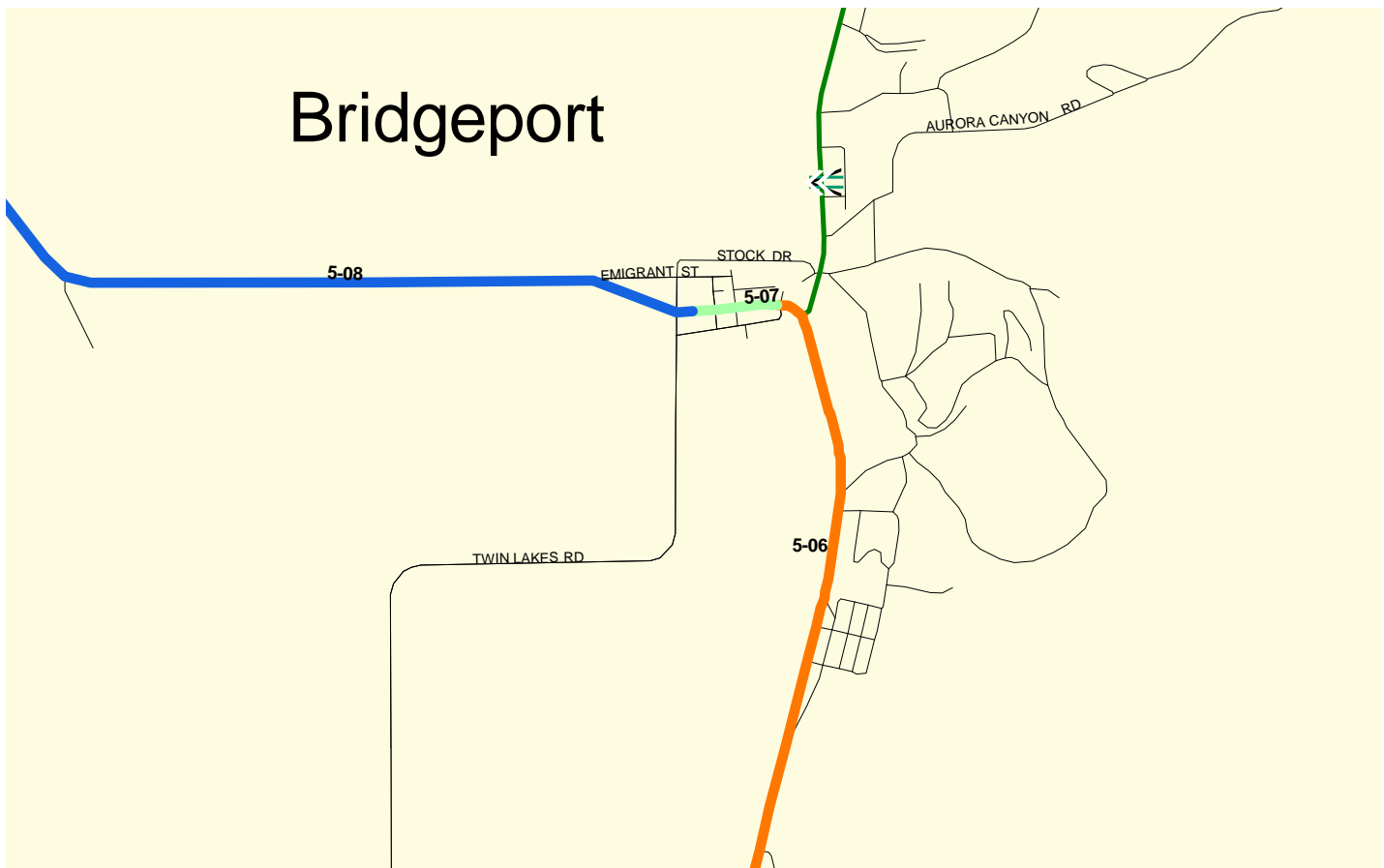
Bishop



Lee Vining



Bridgeport



Coleville

5-17

TOPAZ LN

5-16

CUNNINGHAM LN

5-15

5-14

LARSON LN

5-13

GOLDEN GATE RD

5-12

5-11



APPENDIX 3

Traffic Information

		TRAFFIC INFORMATION				Current LOS
Route Co Segment	<u>PKM Ahead</u>	<u>Facility type</u>	<u>Current AADT</u>	<u>CurrentPHV</u>	<u>Current VC</u>	<u>LOS 10-year No Build</u>
	<u>PKMBack</u>	<u>Facility concept</u>	<u>AADT Ten Year</u>	<u>PHV 10-Year</u>	<u>VC 10 Year</u>	<u>LOS 20-Year No Build</u>
	Back PM	<u>Facility ultimate</u>	<u>AADT 20-Year</u>	<u>PHV 20-Year</u>	<u>VC 20-Year</u>	<u>LOS Concept (Improved)</u>
395	1.100	2LC	3,650	360	0.17	C
KERN	<u>0.000</u>	4LEXP	4,720	470	.22	C
1	0.7	4LEXP	5,210	520	.24	C
	0.0					B
395	47.500	2LCE/PASS	3,850	410	0.33	C
KERN	<u>1.100</u>	4LEXP	4,980	530	.42	D
1-02	29.5	4LEXP	5,500	590	.47	D
	0.7					B
395	59.200	4LE	5,000	820	0.12	A
KERN	<u>47.500</u>	4LEXP	6,470	1,060	.15	A
2-01	36.8	4LEXP	7,150	1,170	.17	A
	29.5					B
0395	49.600	4LE	5,250	910	0.13	A
INYO	<u>0.000</u>	4LEXP	6,790	1,180	0.17	A
3-01	30.8	4LEXP	7,500	1,300	0.19	A
	0.00					B
0395	66.900	2LC	5,700	1,000	0.50	D
INYO	<u>49.600</u>	4LEXP	7,370	1,290	0.62	E
3-02	41.6	4LEXP	8,140	1,420	0.68	E
	30.8					B
0395	92.400	4LE	6,100	1,150	0.17	A
INYO	<u>66.900</u>	4LEXP	7,890	1,490	0.22	A
3-03	57.4	4LEXP	8,720	1,650	0.24	A
	41.6					B
0395	93.200	4LC	6,000	1,150	0.17	E
INYO	<u>92.400</u>	4LEXP	7,760	1,490	0.22	E
3-04	57.9	4LEXP	8,570	1,650	0.24	E
	57.4					B
0395	117.500	4LE	5,700	1,100	0.16	A
INYO	<u>93.200</u>	4LEXP	7,370	1,420	0.21	A
3-05	73.0	4LEXP	8,140	1,570	0.23	A
	57.9					B
0395	118.700	4LC	6,000	1,150	0.17	E-30
INYO	<u>117.500</u>	4LCON	7,760	1,490	0.22	E-30
3-06	73.8	4LEXP	8,570	1,650	0.24	E-30
	73.0					B
0395	159.600	4LE	5,850	1,100	0.16	B
INYO	<u>118.700</u>	4LEXP	7,570	1,420	0.20	A
3-07	99.2	4LEXP	8,360	1,570	0.23	A
	73.8					B
0395	161.900	4LC	5,500	1,050	0.15	D-35
INYO	<u>159.600</u>	4LCON	7,110	1,360	0.20	D
3-08	100.6	4LEXP	7,850	1,500	0.22	D
	99.2					B

		TRAFFIC INFORMATION				Current LOS
Route Co Segment	<u>PKM Ahead</u>	<u>Facility type</u>	<u>Current AADT</u>	<u>CurrentPHV</u>	<u>Current VC</u>	<u>LOS 10-year No Build</u>
	<u>PKMBack</u>	<u>Facility concept</u>	<u>AADT Ten Year</u>	<u>PHV 10-Year</u>	<u>VC 10 Year</u>	<u>LOS 20-Year No Build</u>
	Back PM	Facility_ultimate	AADT_20-Year	PHV_20-Year	VC_20-Year	LOS_Concept (Improved)
0395	185.400	4LC	6,800	1,150	0.17	A
INYO	161.900	4LEXP	8,800	1,490	0.22	A
3-09	115.2	4LEXP	9,720	1,650	0.24	A
	100.6					B
0395	191.100	4LC	15,700	1,800	0.26	E
INYO	185.400	4LCON	20,310	2,330	0.33	E-30
3-10	118.8	4LEXP	22,430	2,570	0.37	E-30
	115.2					B
0395	208.400	4LC/E	6,300	880	0.13	A
INYO	191.100	4LEXP	8,150	1,140	0.16	A
3-11	129.5	4LEXP	9,000	1,260	0.18	A
	118.8					B
0395	12.100	4LC/E	5,200	810	0.15	A
MONO	0.000	4LEXP	6,730	1,050	0.19	A
4-01	7.5	4LEXP	7,430	1,160	0.21	A
	0.00					B
0395	41.500	4LC/E	5,500	970	0.16	A
MONO	12.100	4LEXP	7,110	1,250	0.21	A
4-02	25.8	4LEXP	7,850	1,380	0.23	A
	7.5					B
0395	71.100	4LC	4,100	750	0.19	A
MONO	41.500	4LEXP	5,300	970	0.24	A
4-03	44.2	4LEXP	5,850	1,070	0.27	A
	25.8					B
0395	82.500	4LC	4,200	680	0.12	A
MONO	71.100	4LEXP	5,430	880	0.16	A
4-04	51.3	4LEXP	6,000	970	0.18	A
	44.2					B
0395	84.600	4LC	5,200	740	0.13	D-35
MONO	82.500	4LCON	6,730	960	0.17	D-35
4-05	52.6	4LEXP	7,430	1,060	0.19	D-35
	51.3					B
0395	89.500	2LC	4,000	520	0.31	D
MONO	84.600	4L/2L/PASS	5,170	670	0.39	D
5-01	55.6	4LEXP	5,710	740	0.43	D
	52.6					C
0395	93.500	4LC	4,000	520	0.1	A
MONO	89.500	4L/2L/PASS	5,170	670	0.12	A
5-02	58.1	4LEXP	5,710	740	0.13	A
	55.6					C
0395	96.400	2LC	3,050	420	0.25	C
MONO	93.500	4L/2L/PASS	3,950	540	0.30	C
5-03	59.9	4LEXP	4,360	600	0.33	C
	58.1					C

		TRAFFIC INFORMATION				Current LOS
Route Co Segment	<u>PKM Ahead</u>	<u>Facility type</u>	<u>Current AADT</u>	<u>CurrentPHV</u>	<u>Current VC</u>	<u>LOS 10-year No Build</u>
	<u>PKMBack</u>	<u>Facility concept</u>	<u>AADT Ten Year</u>	<u>PHV 10-Year</u>	<u>VC 10 Year</u>	<u>LOS 20-Year No Build</u>
	Back PM	Facility_ultimate	AADT_20-Year	PHV_20-Year	VC_20-Year	LOS_Concept (Improved)
0395	106.200	4LC/E	3,050	420	.07	A
MONO	<u>96.400</u>	4L/2L/PASS	3,950	540	.08	A
5-04	66.0	4LEXP	4,360	600	0.1	A
	59.9					C
0395	112.300	2LC	3,050	420	0.33	D
MONO	<u>106.200</u>	4L/2L/PASS	3,950	540	0.42	E
5-05	69.8	4LEXP	4,360	600	0.47	E
	66.0					C
0395	122.900	2LC	3,050	420	0.23	C
MONO	<u>112.300</u>	4L/2L/PASS	3,950	540	0.30	D
5-06	76.4	4LEXP	4,360	600	0.33	D
	69.8					C
0395	123.400	4LC	3,700	550	0.08	E-30
MONO	<u>122.900</u>	4LCON	4,790	710	0.1	E-30
5-07	76.7	4LEXP	5,290	780	0.11	E-30
	76.4					C
0395	139.500	2LC	3,700	550	0.26	C
MONO	<u>123.400</u>	4L/2L/PASS	4,790	710	0.34	C
5-08	86.7	4LEXP	5,290	780	0.38	C
	76.7					C
0395	142.200	4LC	3,700	550	0.08	A
MONO	<u>139.500</u>	4L/2L/PASS	4,790	710	0.1	A
5-09	88.4	4LEXP	5,290	780	0.11	A
	86.7					C
0395	154.500	2LC	3,700	550	0.41	D
MONO	<u>142.200</u>	4L/2L/PASS	4,790	710	0.51	E
5-10	96.0	4LEXP	5,290	780	0.54	E
	88.4					C
0395	171.200	2LC/PASS	3,700	550	0.41	D
MONO	<u>154.500</u>	4L/2L/PASS	4,790	710	0.52	E
5-11	106.4	4LEXP	5,290	780	0.55	E
	96.0					C
0395	173.600	2LC	4,100	640	0.39	D
MONO	<u>171.200</u>	4L/2L/PASS	5,300	830	0.50	D
5-12	107.9	4LEXP	5,850	920	0.54	D
	106.4					C
0395	178.800	2LC	3,650	570	0.42	D
MONO	<u>173.600</u>	4L/2L/PASS	4,720	740	0.52	E
5-13	111.1	4LEXP	5,210	820	0.55	E
	107.9					C
0395	179.900	2LC	3,650	570	0.42	D
MONO	<u>178.800</u>	4L/2L/PASS	4,720	740	0.51	E
5-14	111.8	4LEXP	5,210	820	0.54	E
	111.1					C

TRAFFIC INFORMATION						Current LOS
Route Co Segment	<u>PKM Ahead</u>	<u>Facility type</u>	<u>Current AADT</u>	<u>CurrentPHV</u>	<u>Current VC</u>	<u>LOS 10-year No Build</u>
	<u>PKMBack</u>	<u>Facility concept</u>	<u>AADT Ten Year</u>	<u>PHV 10-Year</u>	<u>VC 10 Year</u>	<u>LOS 20-Year No Build</u>
	Back PM	<u>Facility ultimate</u>	<u>AADT 20-Year</u>	<u>PHV 20-Year</u>	<u>VC 20-Year</u>	<u>LOS Concept (Improved)</u>
0395	181.000	2LC	3,650	570	0.29	C
MONO	<u>179.900</u>	4L/2L/PASS	4,720	740	0.38	D
5-15	112.5	4LEXP	5,210	820	0.42	D
	111.8					C
0395	184.200	4LC	3,650	570	0.10	A
MONO	<u>181.000</u>	4L/2L/PASS	4,720	740	0.12	A
5-16	114.5	4LEXP	5,210	820	0.13	A
	112.5					C
0395	193.900	2LC	3,350	530	0.37	D
MONO	<u>184.200</u>	4L/2L/PASS	4,330	690	0.47	E
5-17	120.5	4LEXP	4,780	760	0.51	E
	114.5					C

APPENDIX 4

Segment Descriptions

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
395	Kern	1	0.7	Community of Johannesburg
395	Kern	1-02	28.8	2 lane section from Johannesburg to junction of SR 14/US 395
395	Kern	2-01	7.3	Junction of SR 14/US 395 to Kern/Inyo County line
0395	Inyo	3-01	30.8	4 lane section from Kern/Inyo County line to south of Olancha
0395	Inyo	3-02	10.8	2 lane section through Olancha/Cartago to the south end of the Ash Creek 4 lane.
0395	Inyo	3-03	15.8	4 lane section (after STIP improvement) from Ash Creek to south end of Lone Pine
0395	Inyo	3-04	0.5	Lone Pine Central Business District

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
0395	Inyo	3-05	15.1	4 lane section (after STIP improvement) from Lone Pine CBD to south end of Independence Central Business District
0395	Inyo	3-06	0.8	Independence Central Business District
0395	Inyo	3-07	25.4	4 lane section (after STIP improvement) from Independence CBD to south end of Big Pine Central Business District
0395	Inyo	3-08	1.4	Big Pine Central Business District
0395	Inyo	3-09	14.6	4 lane section from Big Pine to Bishop
0395	Inyo	3-10	3.6	Bishop Central Business District
0395	Inyo	3-11	10.7	North end of Bishop to Inyo/Mono County Line

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
0395	Mono	4-01	7.5	Inyo/Mono County line to Sherwin Summit
0395	Mono	4-02	18.3	4 lane section from Sherwin Summit to junction US 395/SR 203
0395	Mono	4-03	18.4	4 lane section from junction US 395/SR 203 to Rush Creek 4 lane (Deadman grade)
0395	Mono	4-04	7.1	Rush Creek 4 lane to south end of Lee Vining
0395	Mono	4-05	1.3	Lee Vining Central Business District
0395	Mono	5-01	3.0	2 lane section from north end of Lee Vining to 4 lane section at PM 55.6 (Mono Lake Widening)
0395	Mono	5-02	2.5	4 lane section from PM 55.6/58.1

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
0395	Mono	5-03	1.8	2 lane section near Conway Ranch (Conway Ranch 4 lane)
0395	Mono	5-04	6.1	4 lane section on Conway Grade
0395	Mono	5-05	3.8	2 lane section on north side of Conway Grade
0395	Mono	5-06	6.6	2 lane section through Virginia Creek Canyon
0395	Mono	5-07	0.3	Bridgeport Central Business District
0395	Mono	5-08	10.0	2 lane section north of Bridgeport
0395	Mono	5-09	1.7	4 lane section on Devil's Gate Summit

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
0395	Mono	5-10	7.6	2 lane section north of Devil's Gate through Burcham Flat to south end of Walker River Canyon
0395	Mono	5-11	10.4	2 lane section through Walker River Canyon
0395	Mono	5-12	1.5	Walker Central Business District
0395	Mono	5-13	3.2	2 lane section north of Walker through the Antelope Valley
0395	Mono	5-14	0.7	Coleville Central Business District
0395	Mono	5-15	0.7	2 lane section - North Coleville Area
0395	Mono	5-16	2.0	4 lane section (After STIP improvement) through the Topaz Community Area

ROUTE	COUNTY	SEGMENT	LENGTH MILES	DESCRIPTION
0395	Mono	5-17	6.0	2 lane section adjacent to Topaz Lake to California/Nevada state line

APPENDIX 5

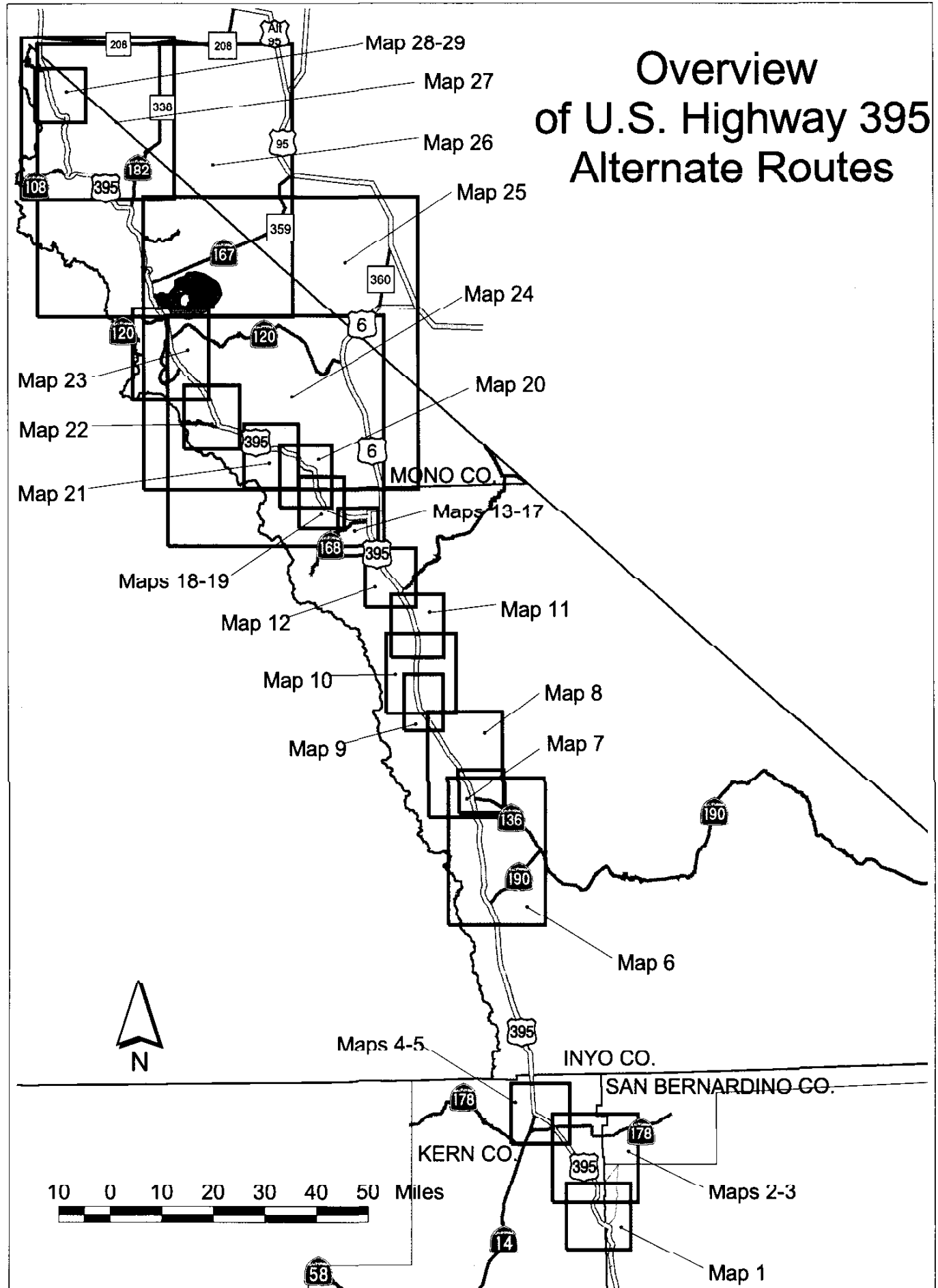
U.S. 395 Emergency Alternate Routes

U.S. Emergency Alternate Routes

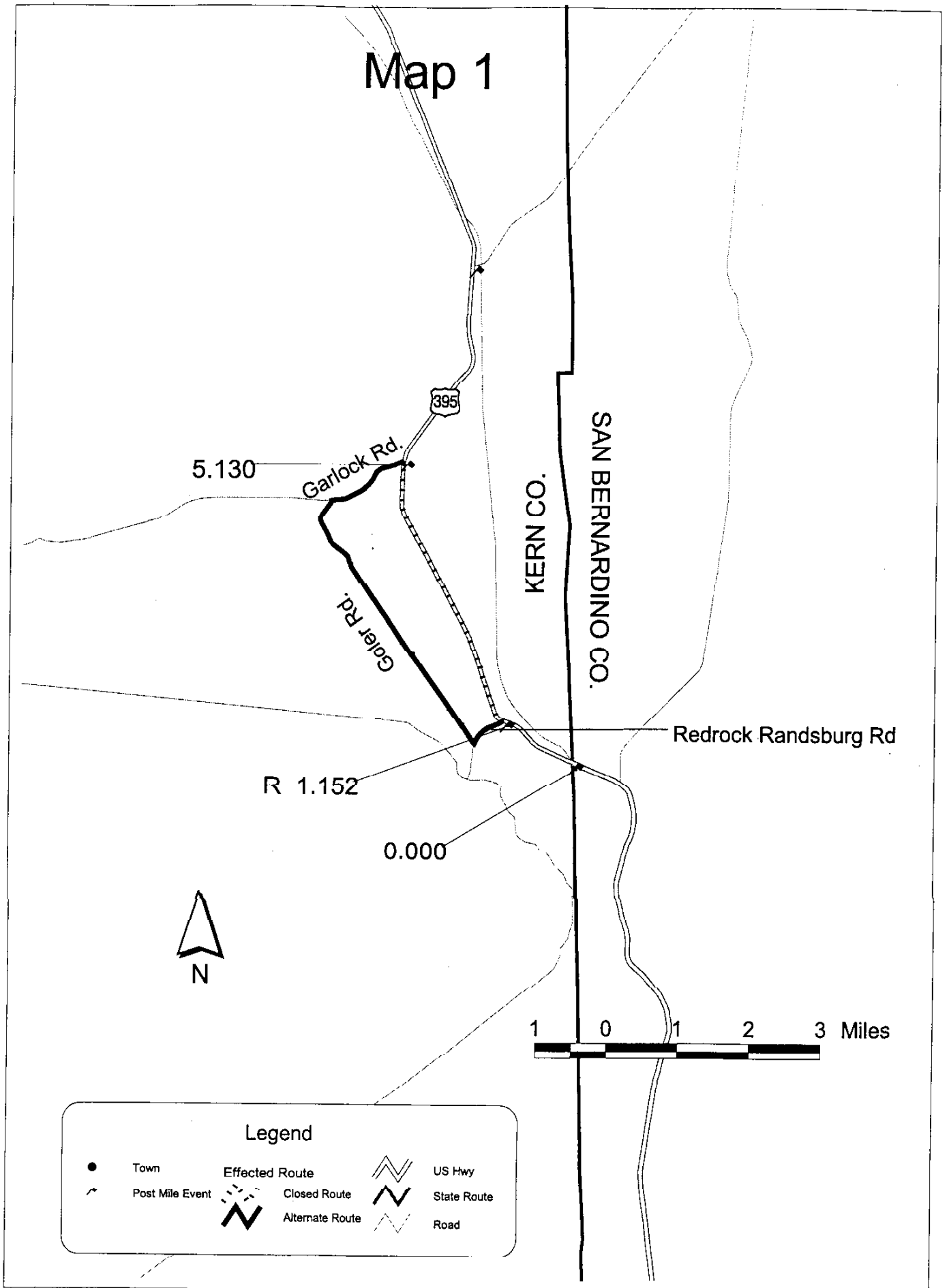
The objective of the emergency alternate route plan is to provide safe and reliable detours in case of emergency closures for an extended period of time on any portion of U.S. 395 in District 9.

The following pages depict roads that are suitable for emergency alternate routes only. These roads are not intended for use during inclement weather unless approved by the California Department of Transportation maintenance division.

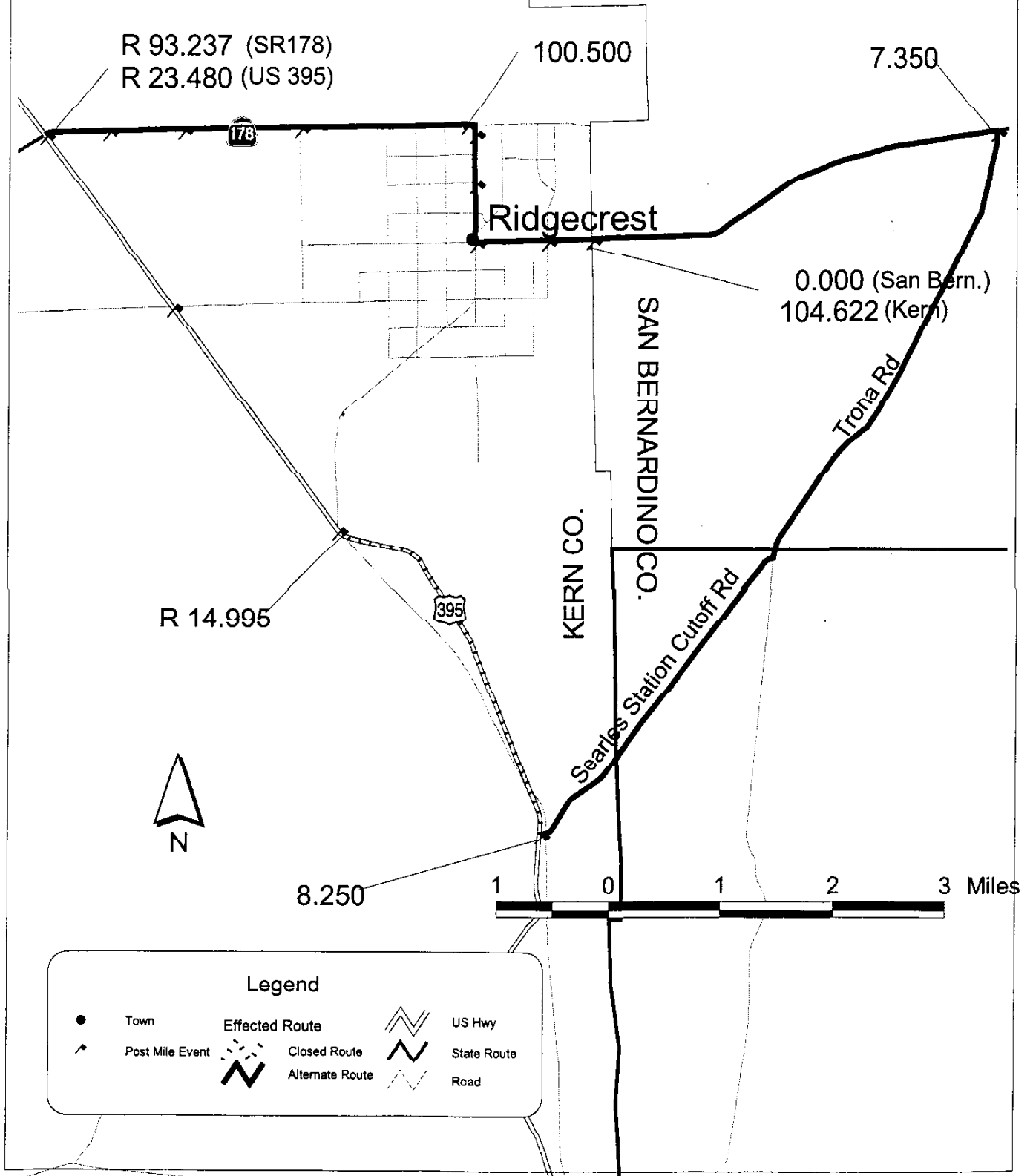
Overview of U.S. Highway 395 Alternate Routes



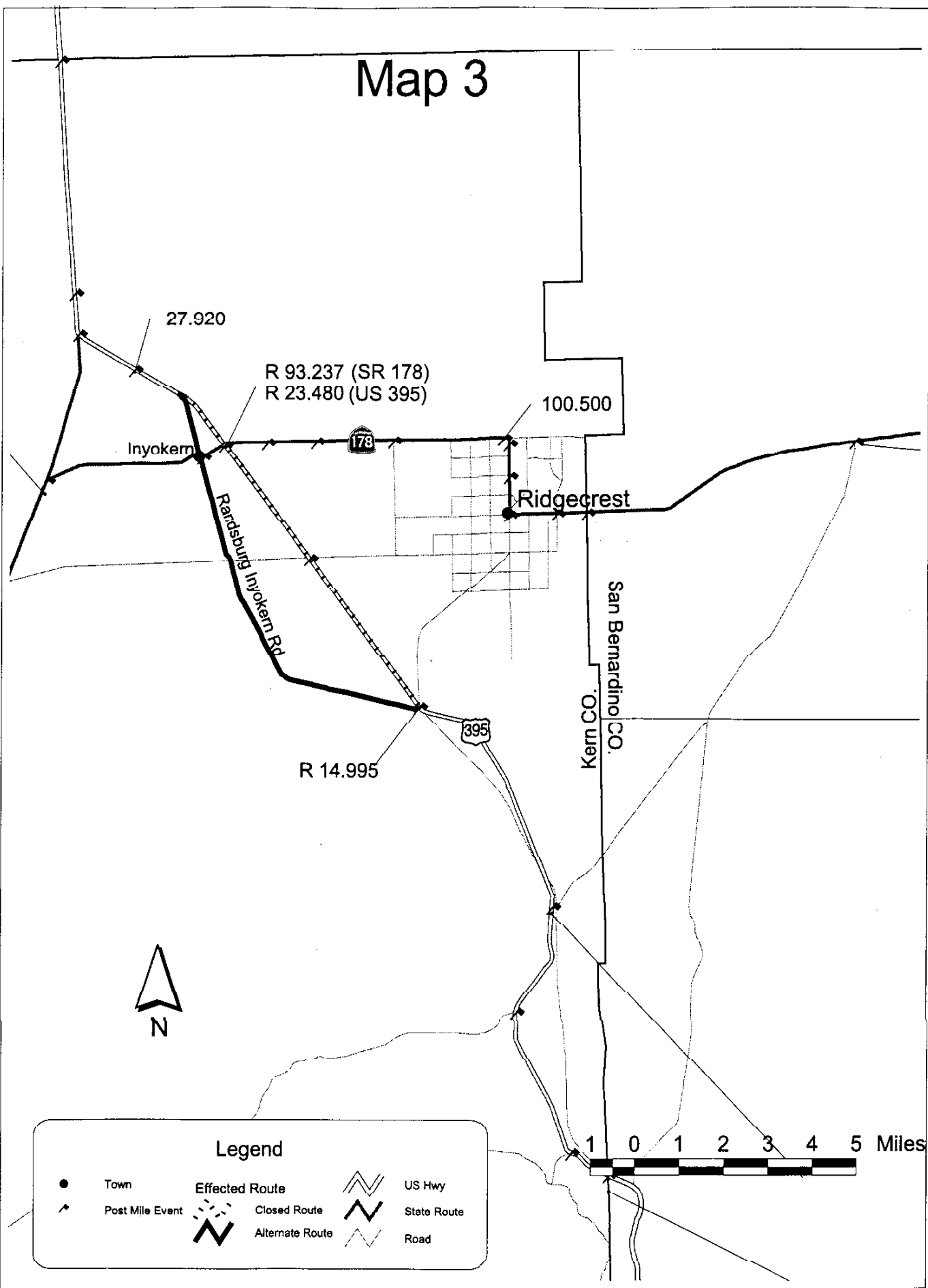
Map 1



Map 2



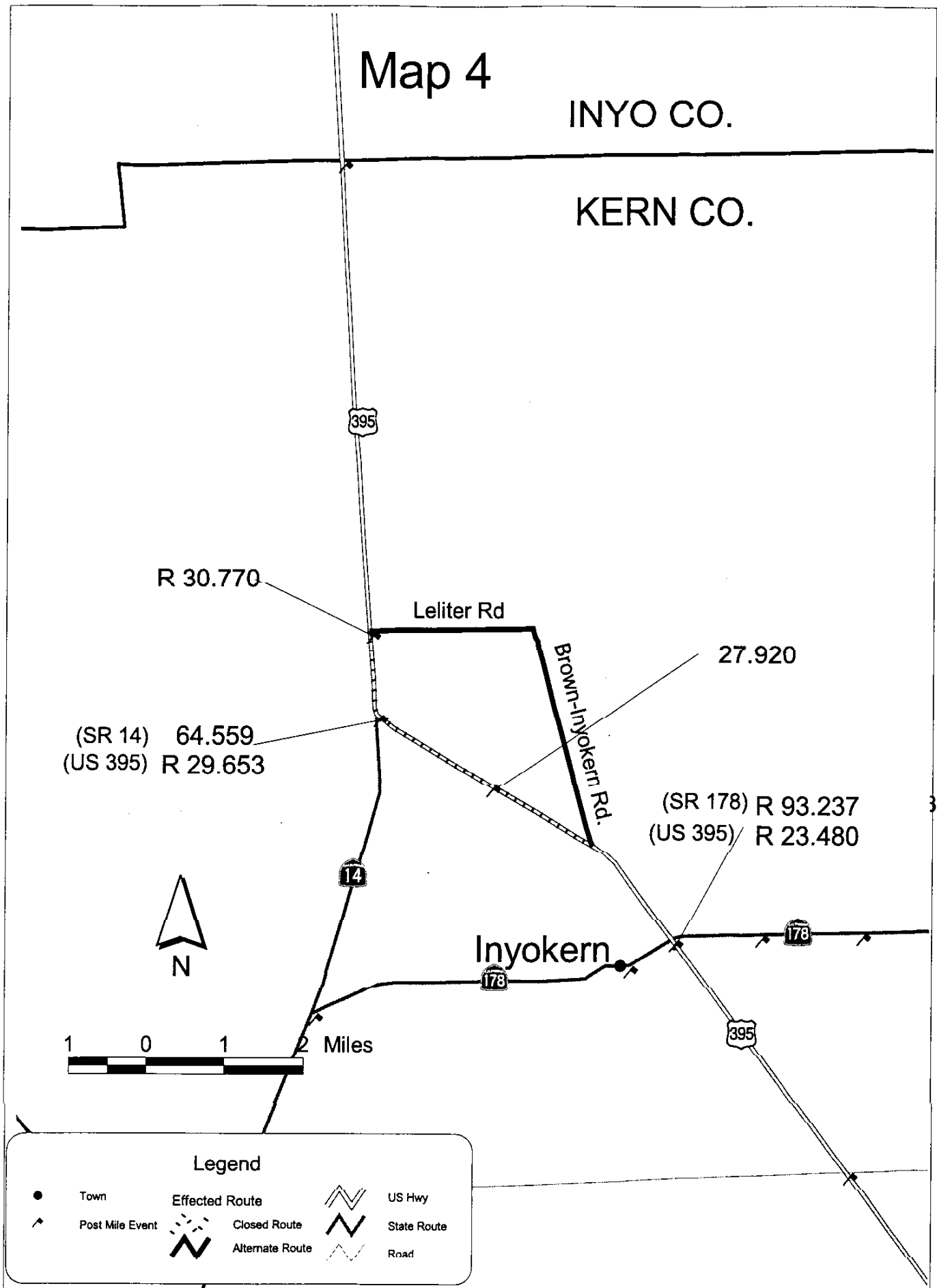
Map 3



Map 4

INYO CO.

KERN CO.



Map 5

INYO CO.

KERN CO.

R 36.824

Brown Rd

395

Brown Inyokern Rd

R 30.770

Leliter Rd



1 0 1 2 3 Miles

14

Inyokern

178

178

395

Legend



Town



Post Mile Event

Effectuated Route



Closed Route



Alternate Route



US Hwy

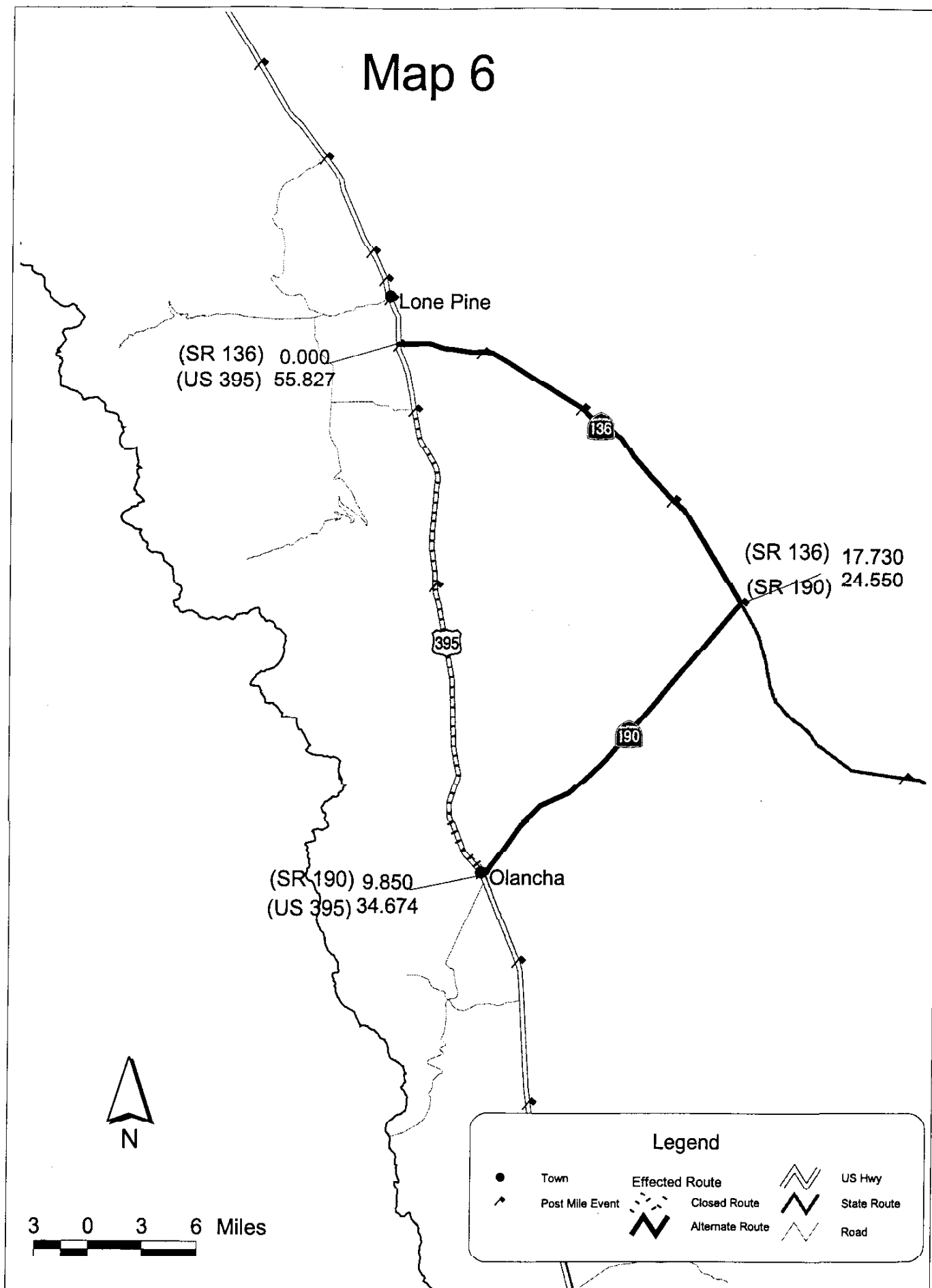


State Route

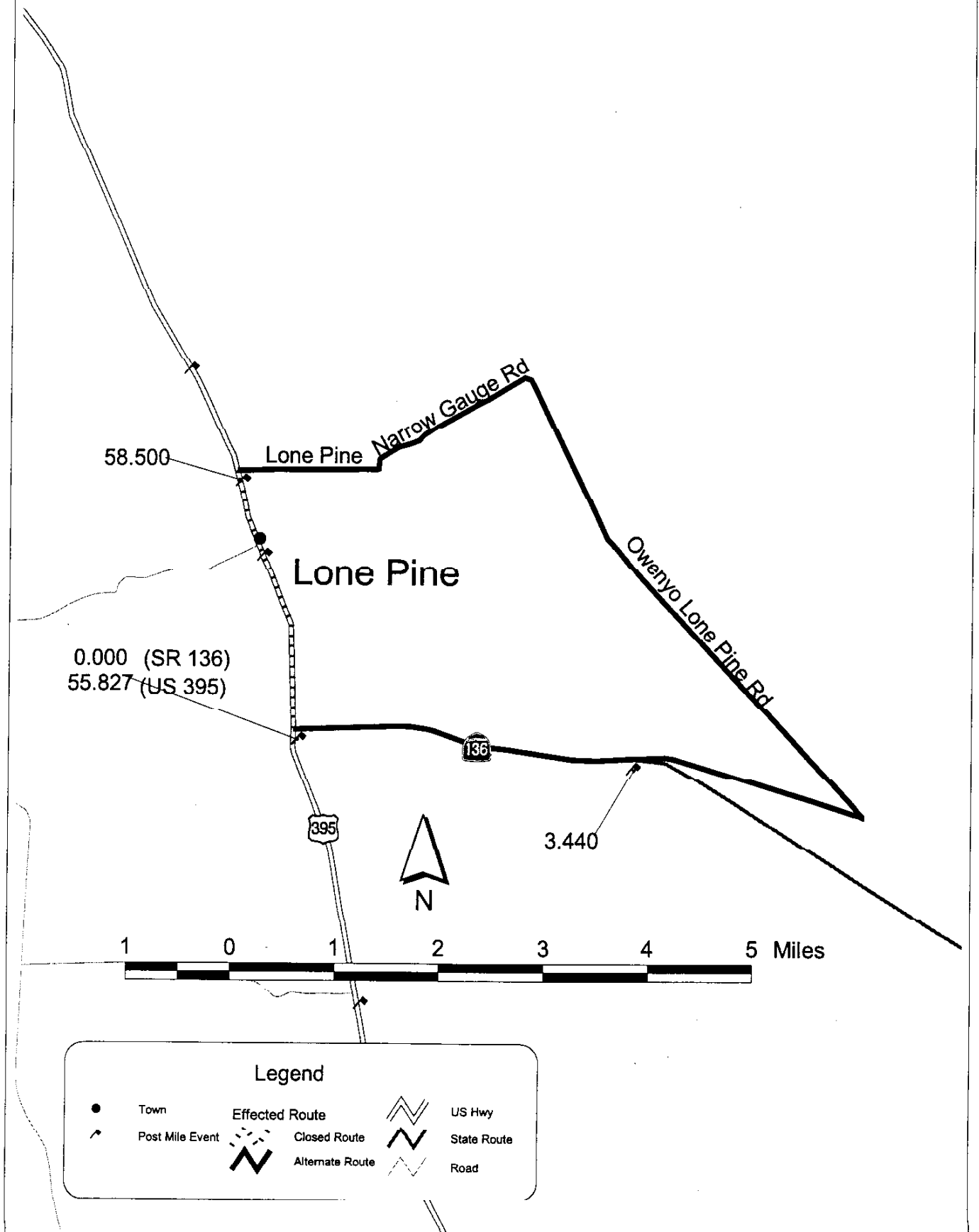


Road

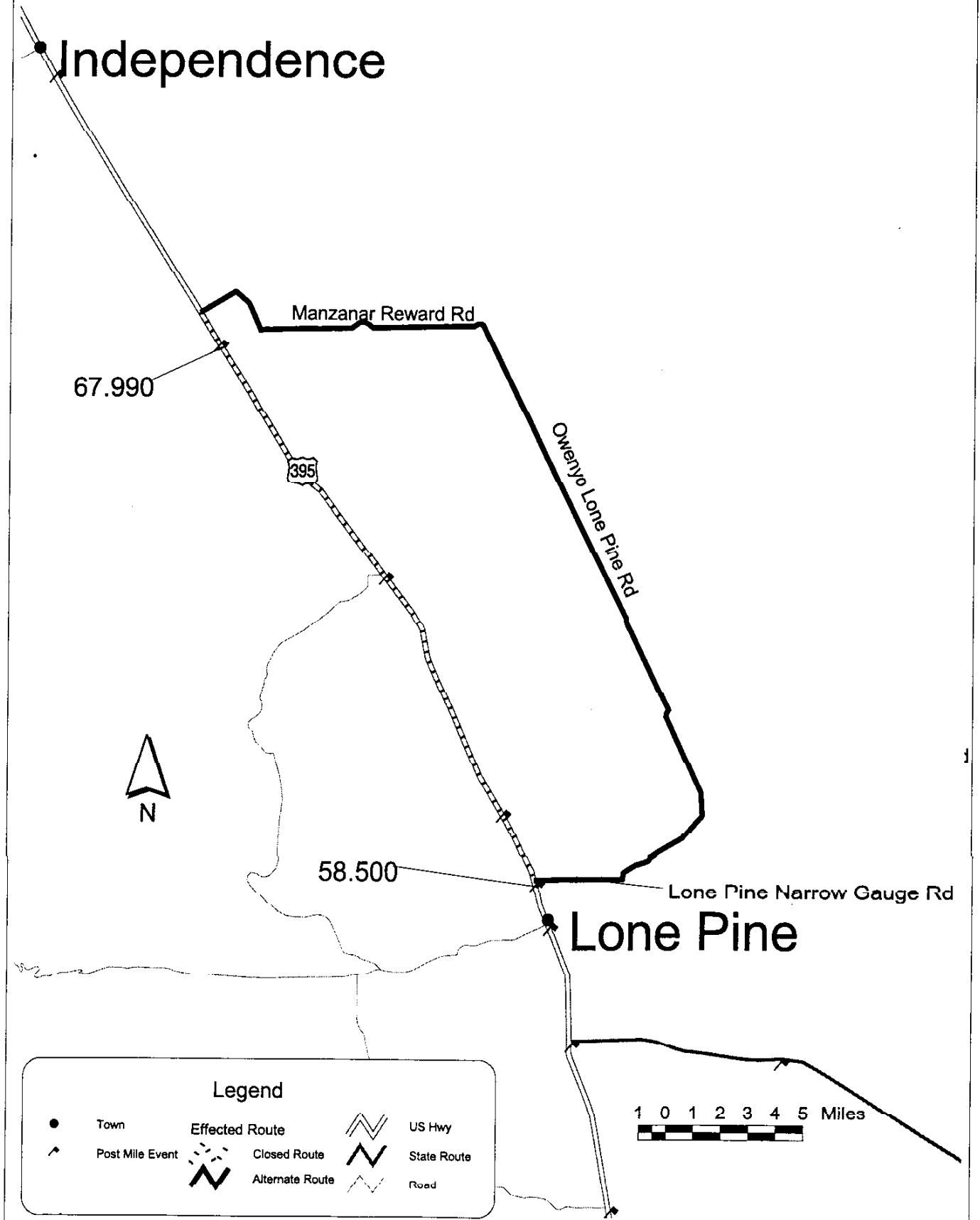
Map 6



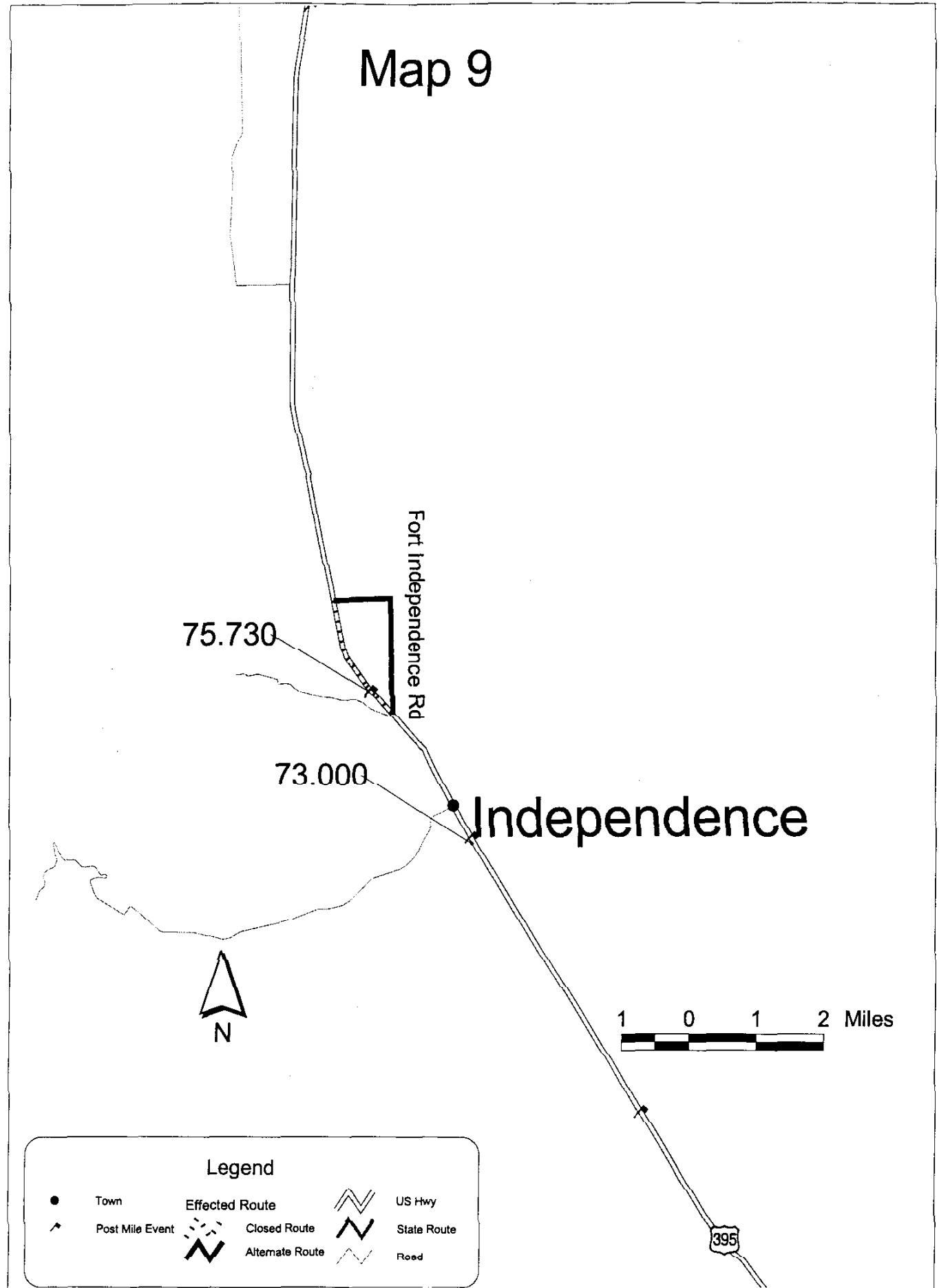
Map 7



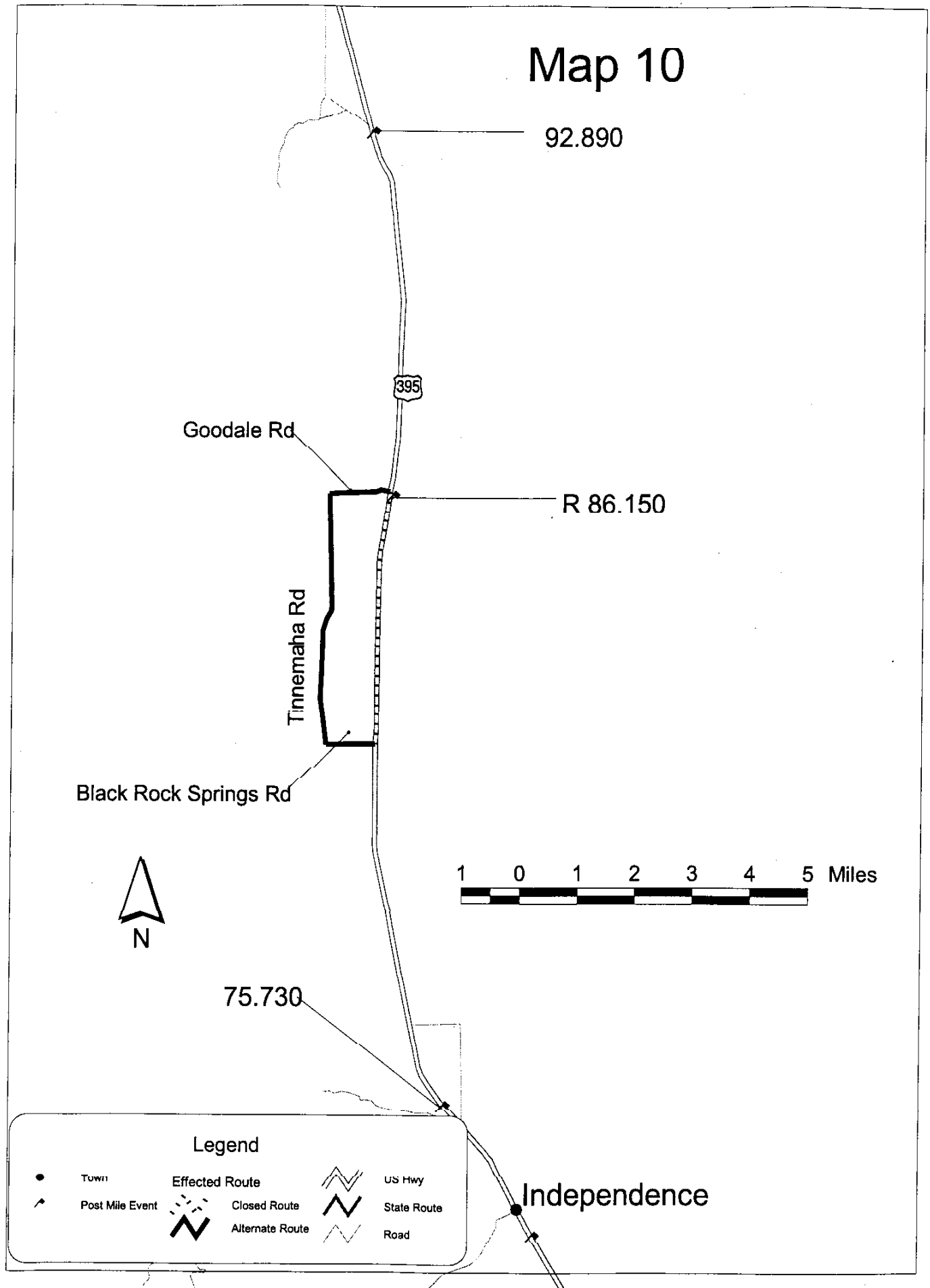
Map 8



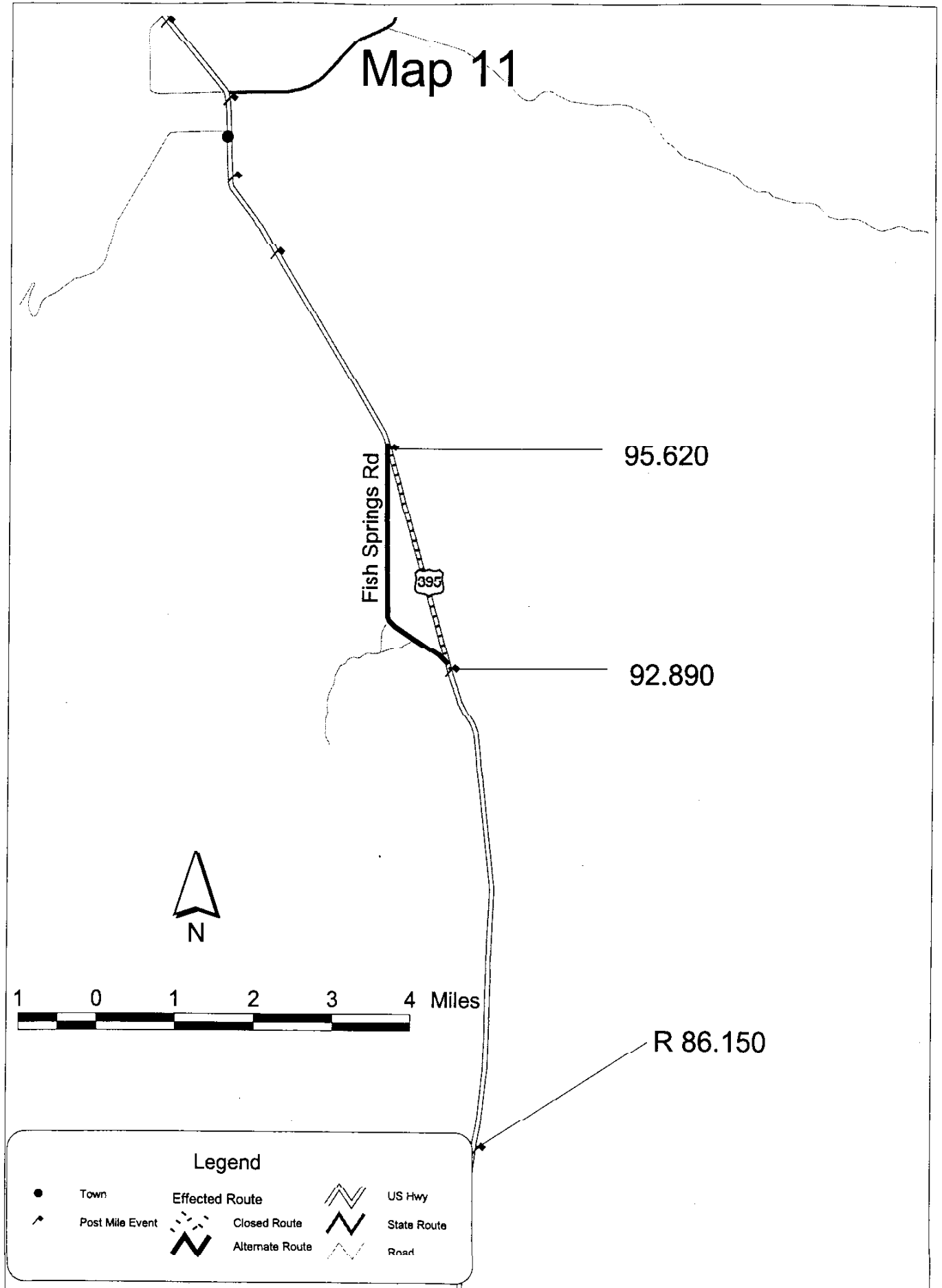
Map 9



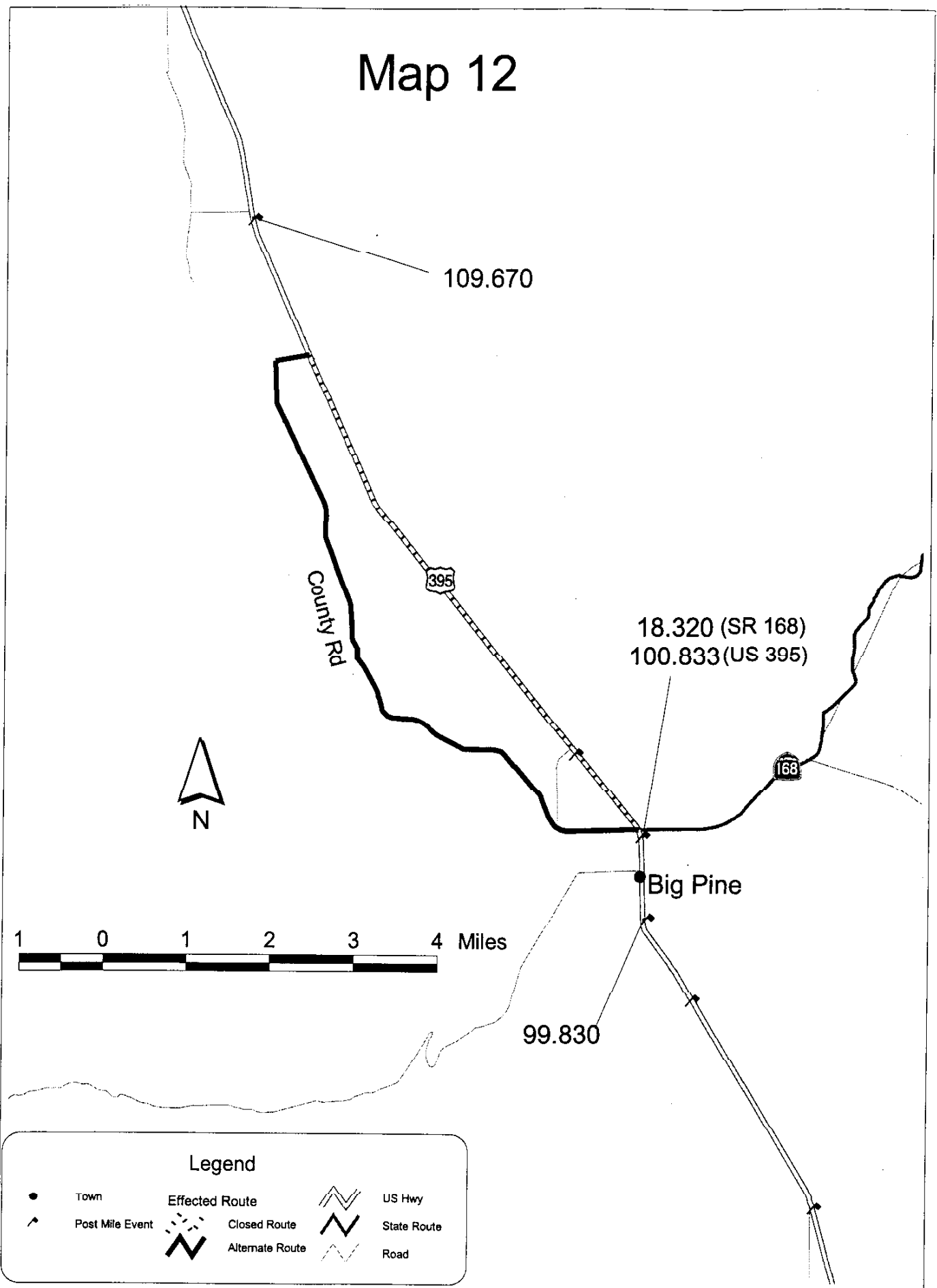
Map 10



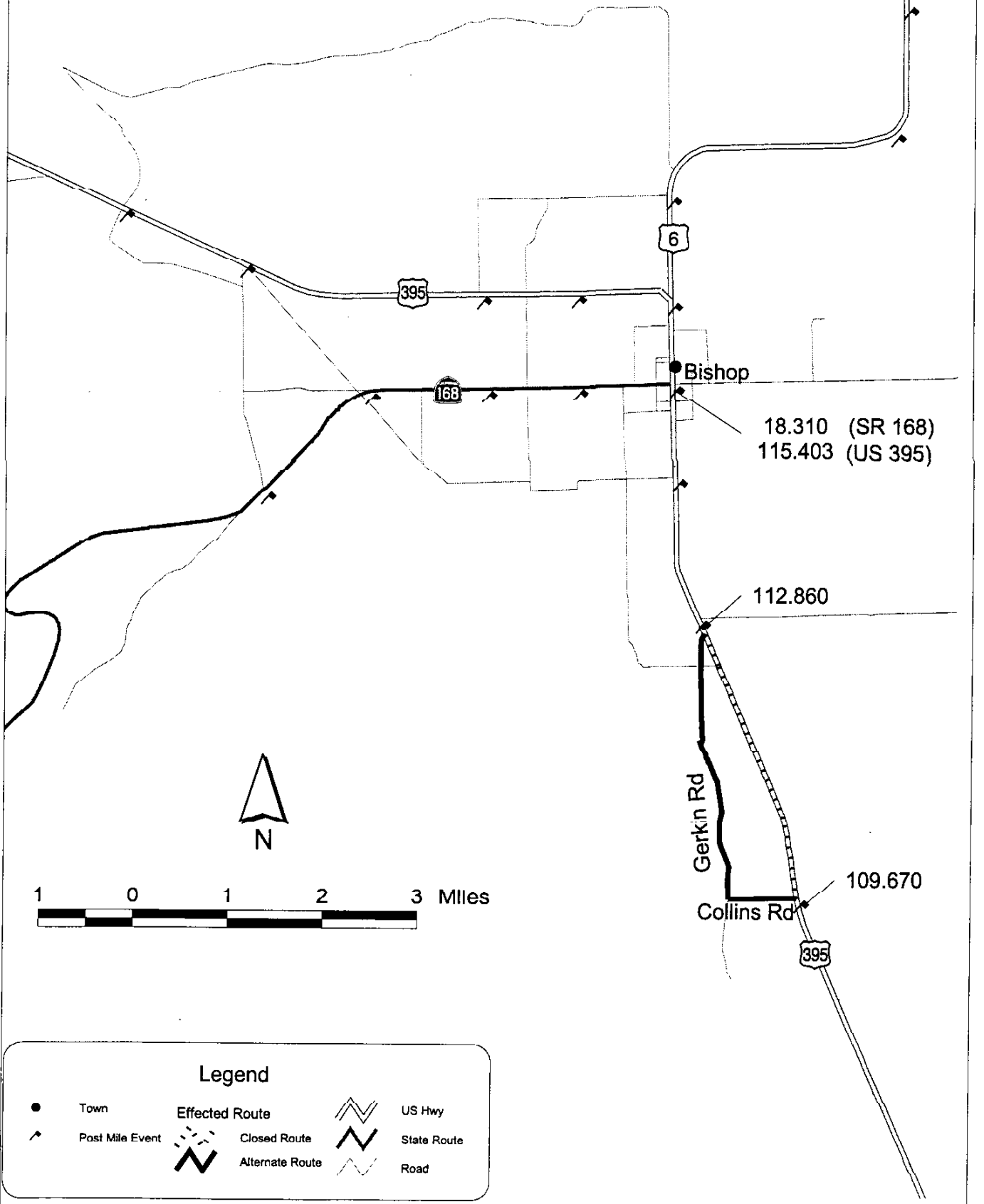
Map 11



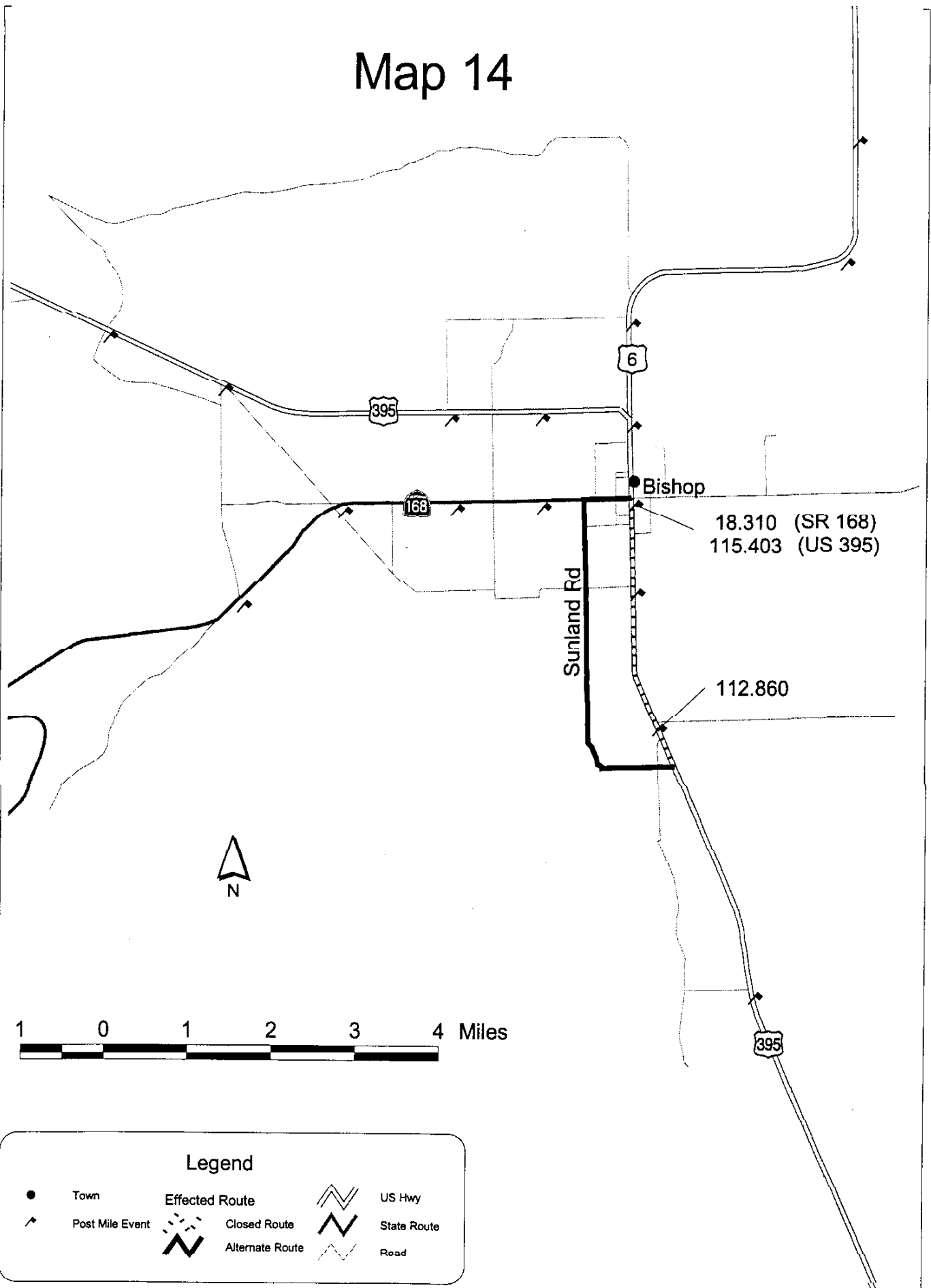
Map 12



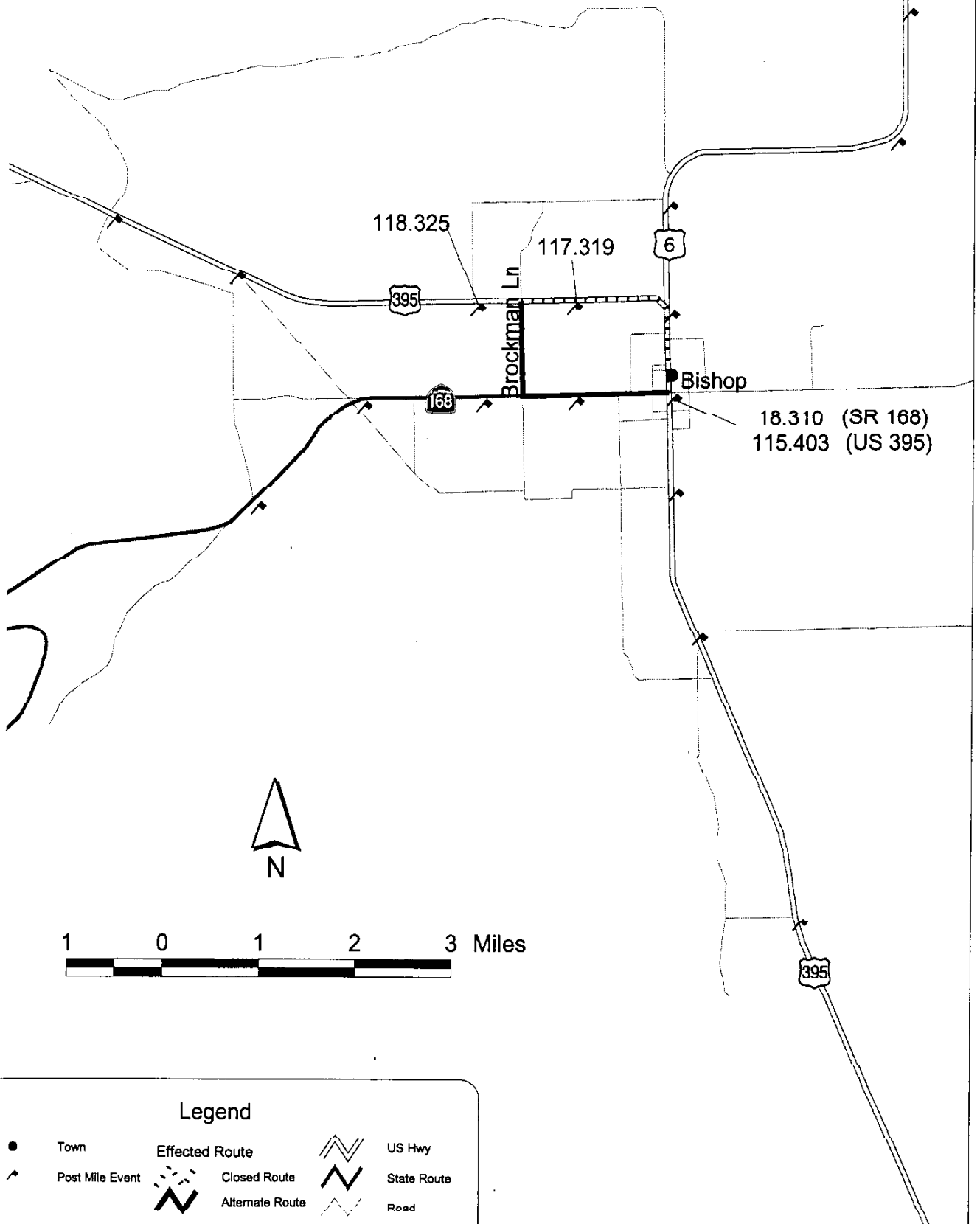
Map 13



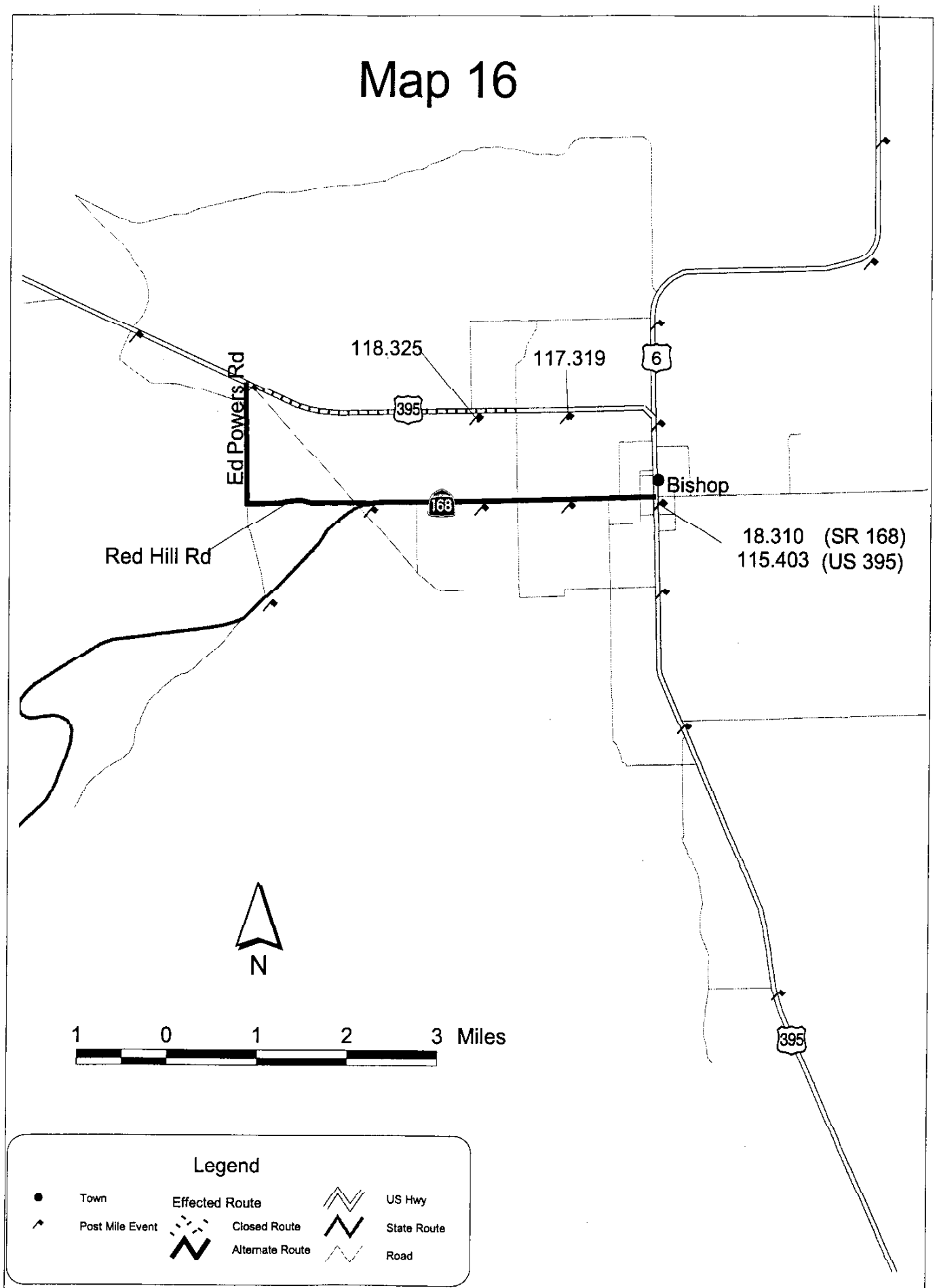
Map 14



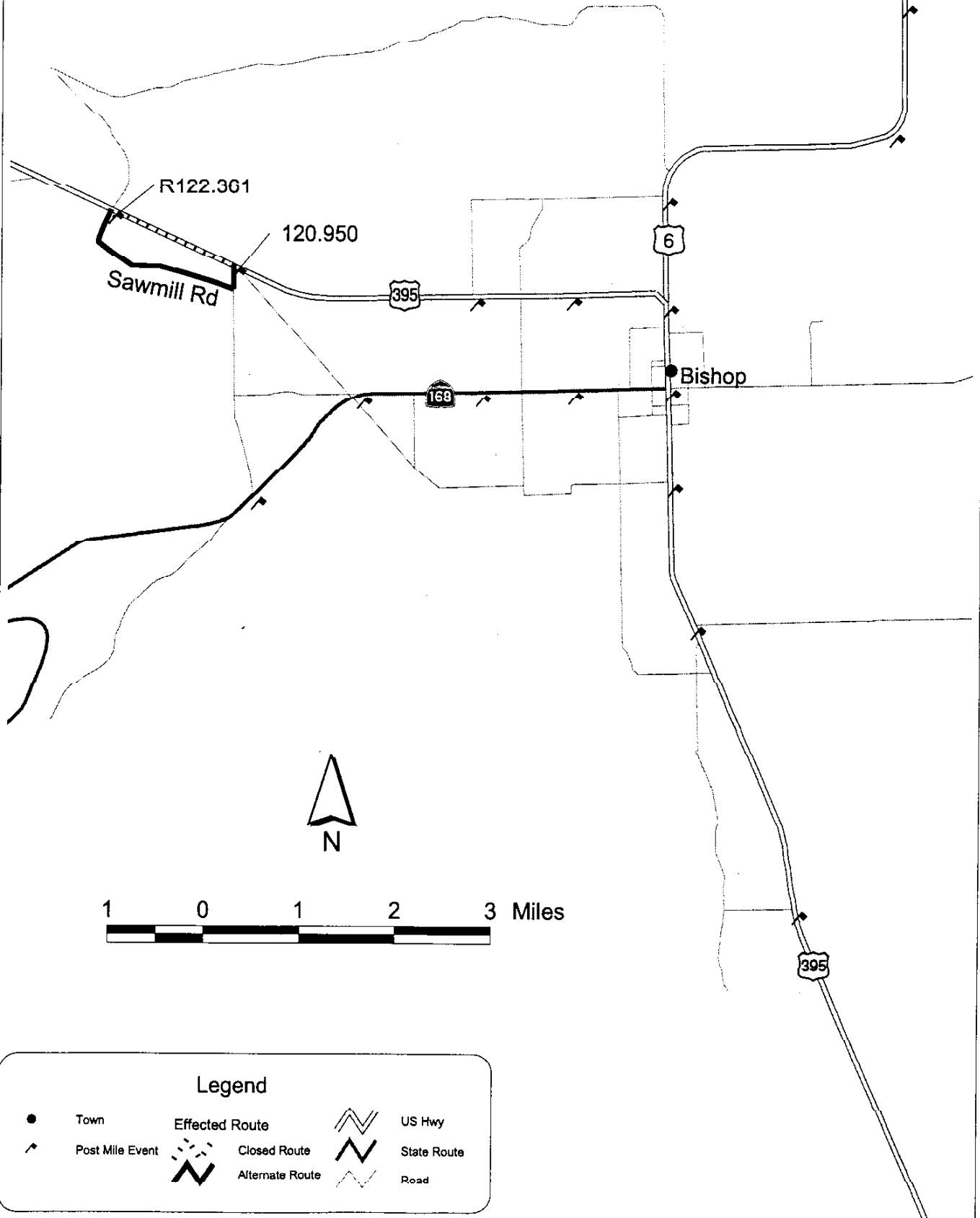
Map 15



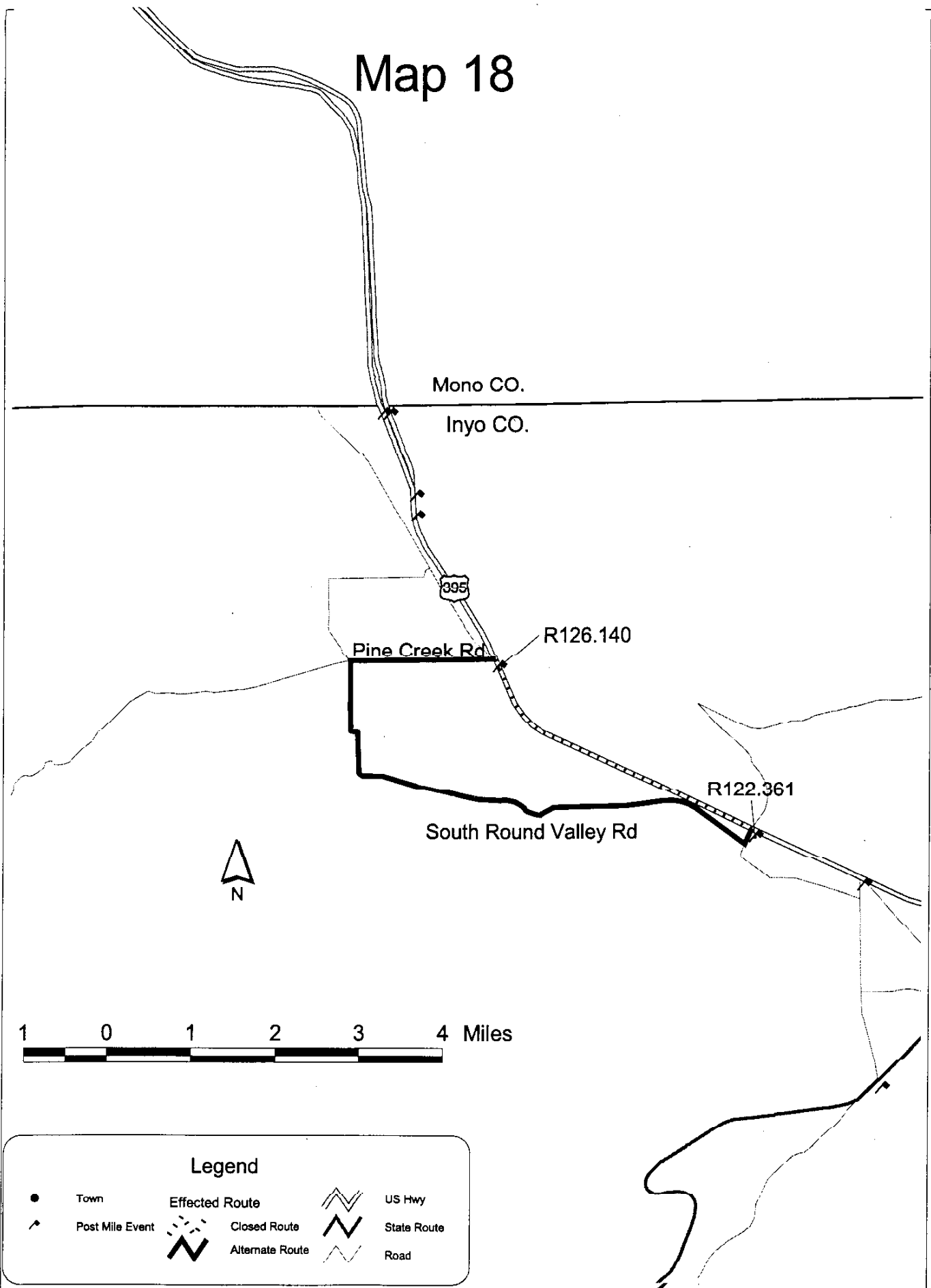
Map 16



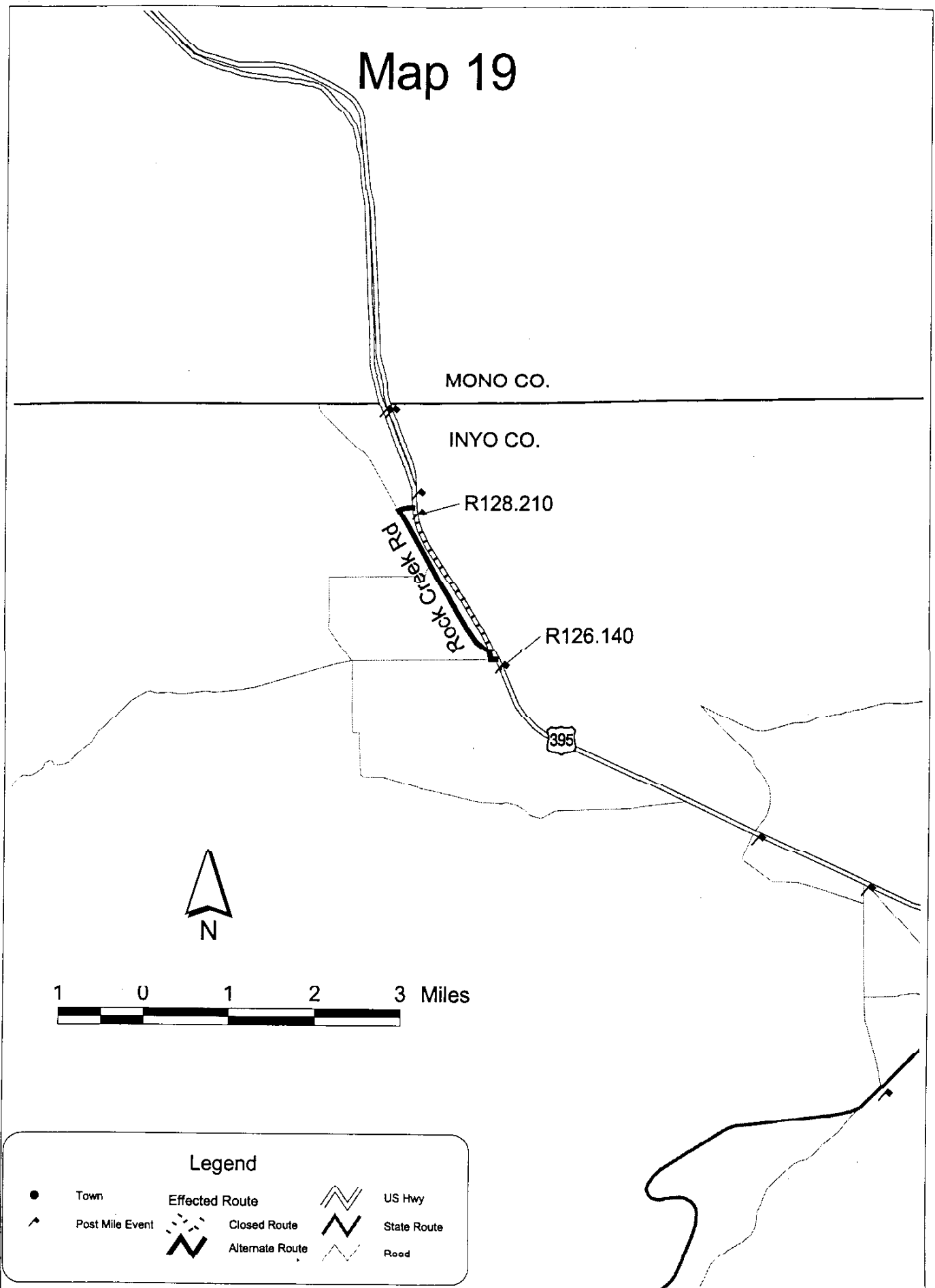
Map 17



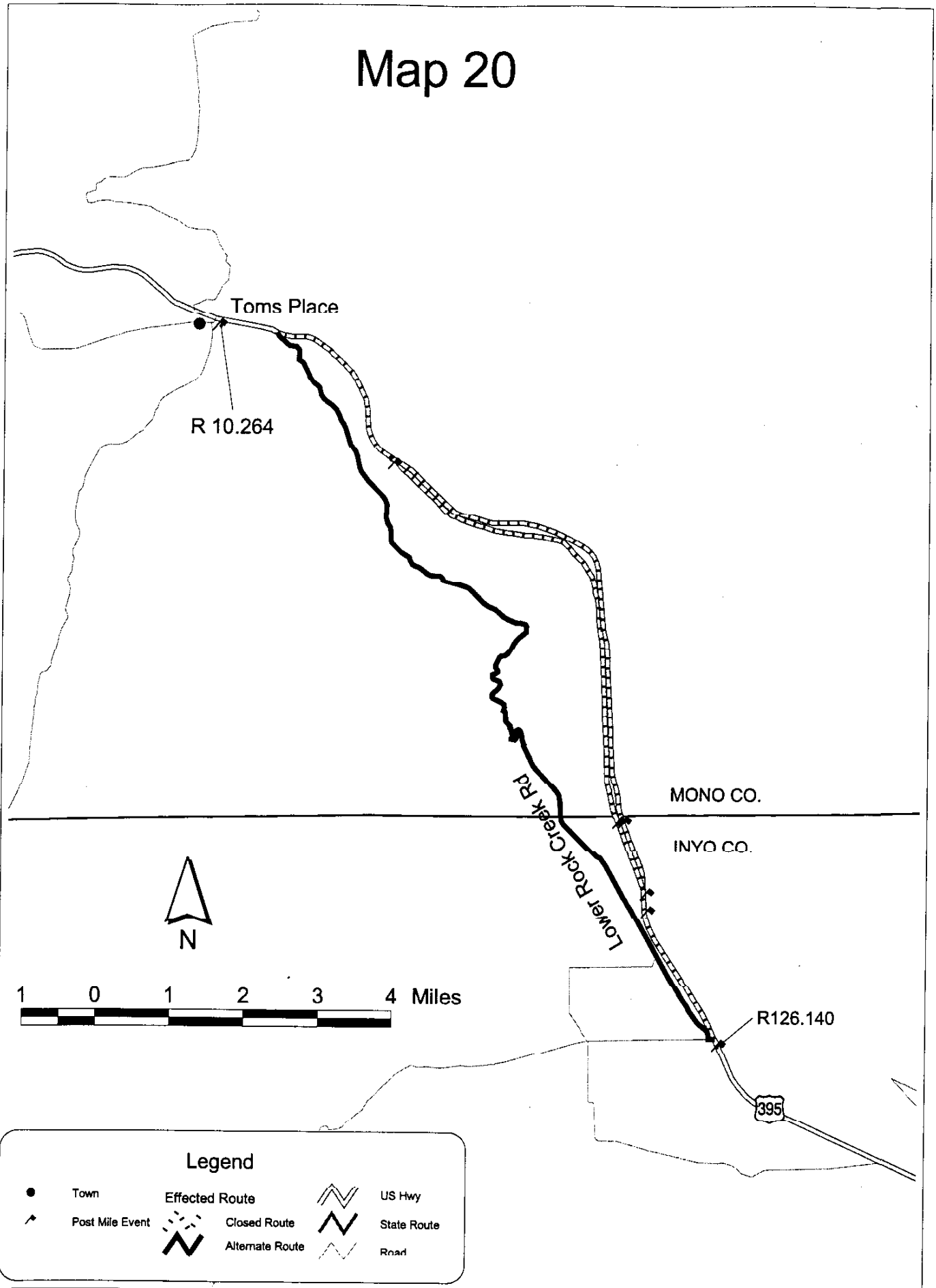
Map 18



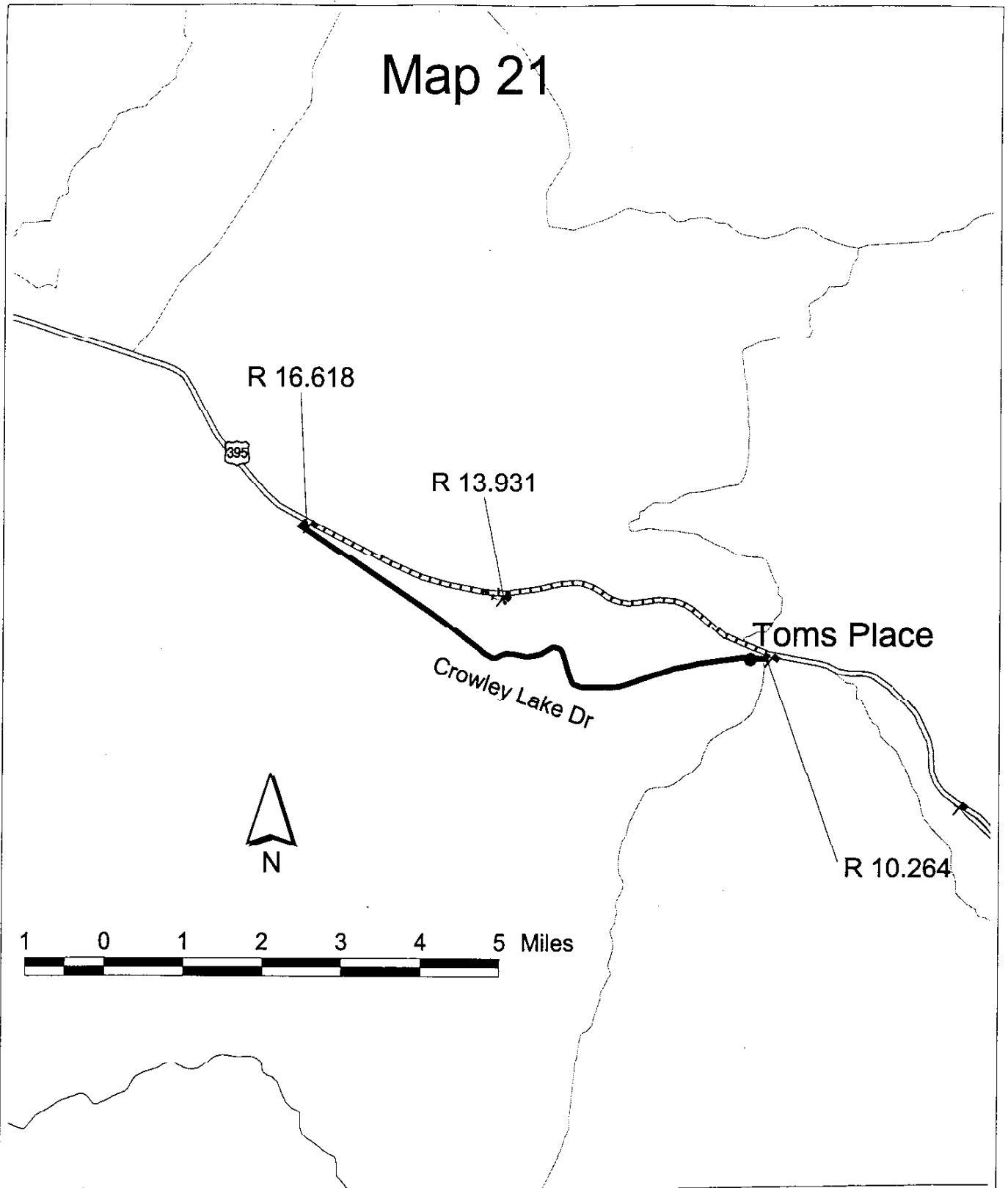
Map 19



Map 20



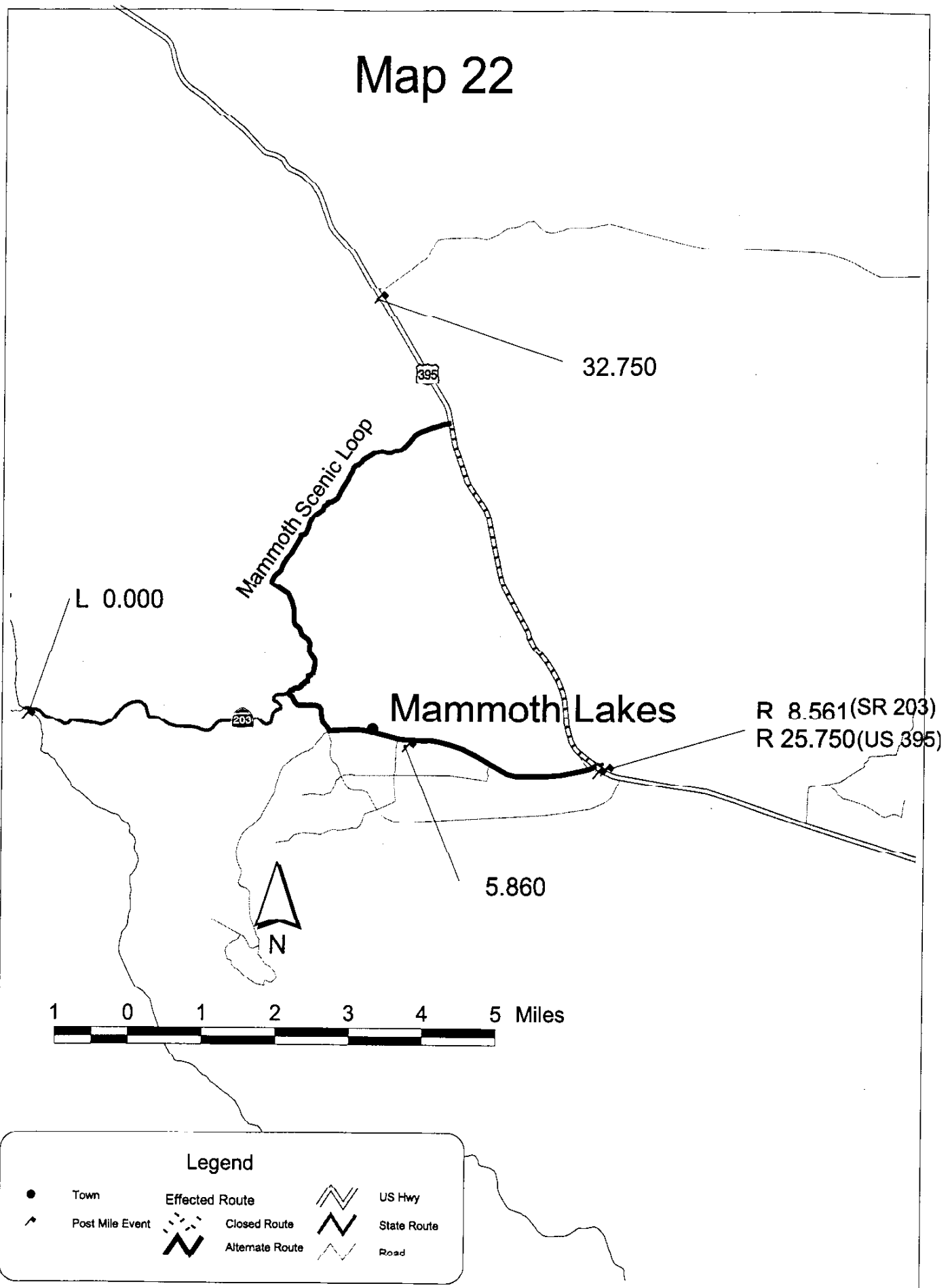
Map 21



Legend

- | | | |
|-------------------|-----------------|-------------|
| ● Town | Effected Route | US Hwy |
| ▲ Post Mile Event | Closed Route | State Route |
| | Alternate Route | Road |

Map 22



Map 23

Lee Vining

15.836 (SR 158)
46.400 (US 395)

0.000 (SR 158)
40.336 (US 395)

June Lake

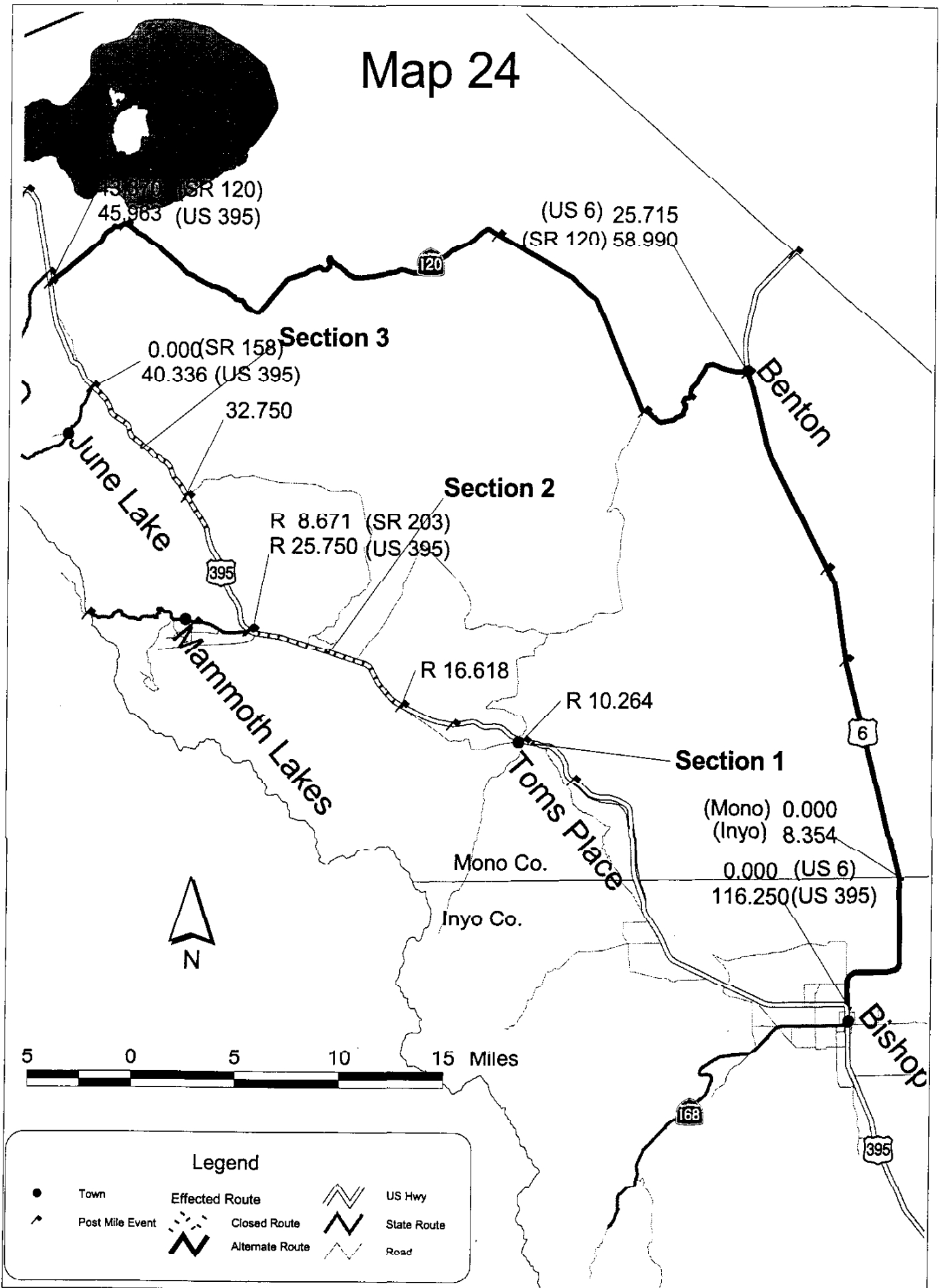


1 0 1 2 3 4 5 Miles

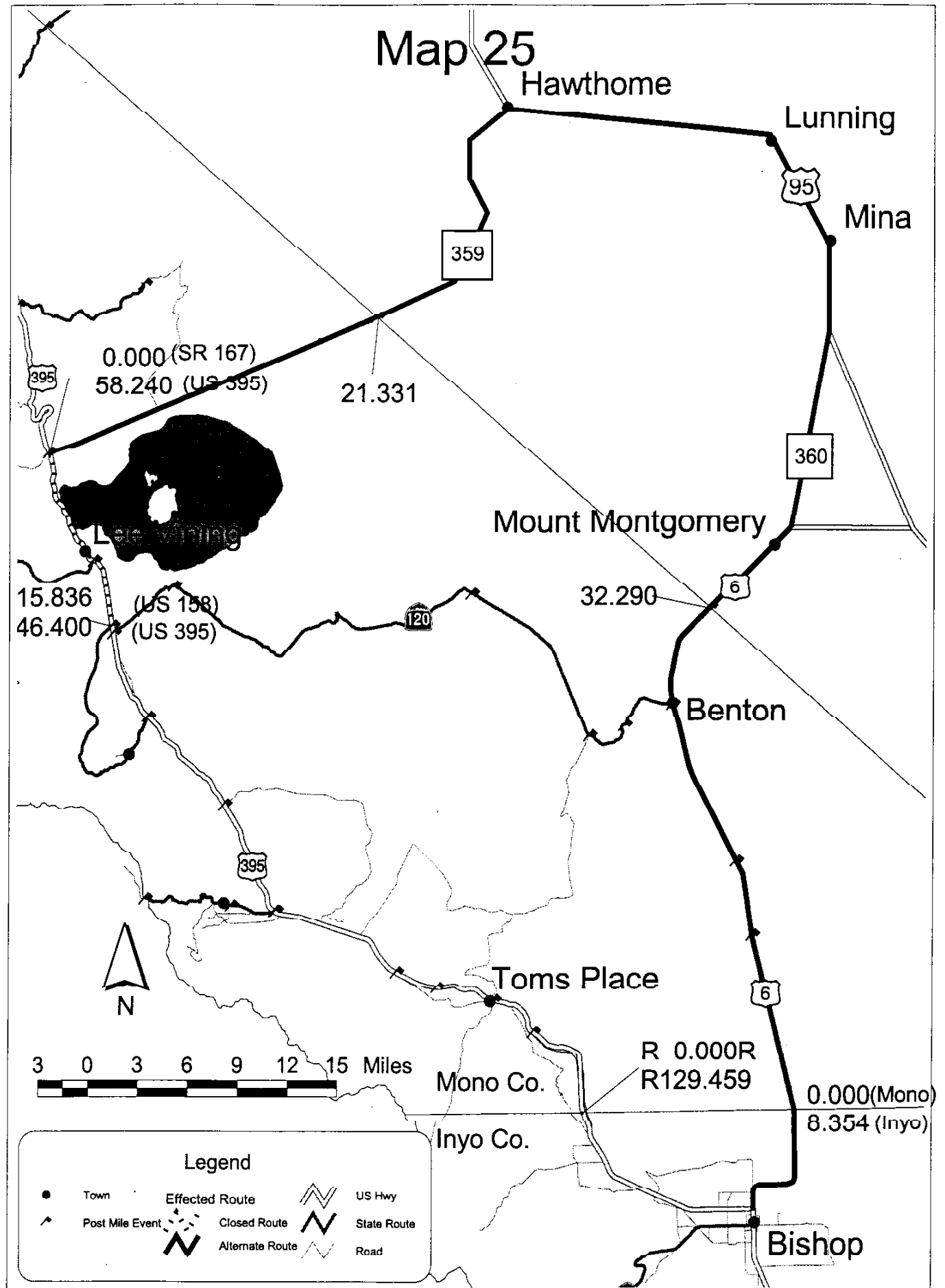
Legend

- | | | | |
|-------------------|-------------------|--|-------------|
| ● Town | Effectuated Route | | US Hwy |
| ▲ Post Mile Event | Closed Route | | State Route |
| | Alternate Route | | Road |

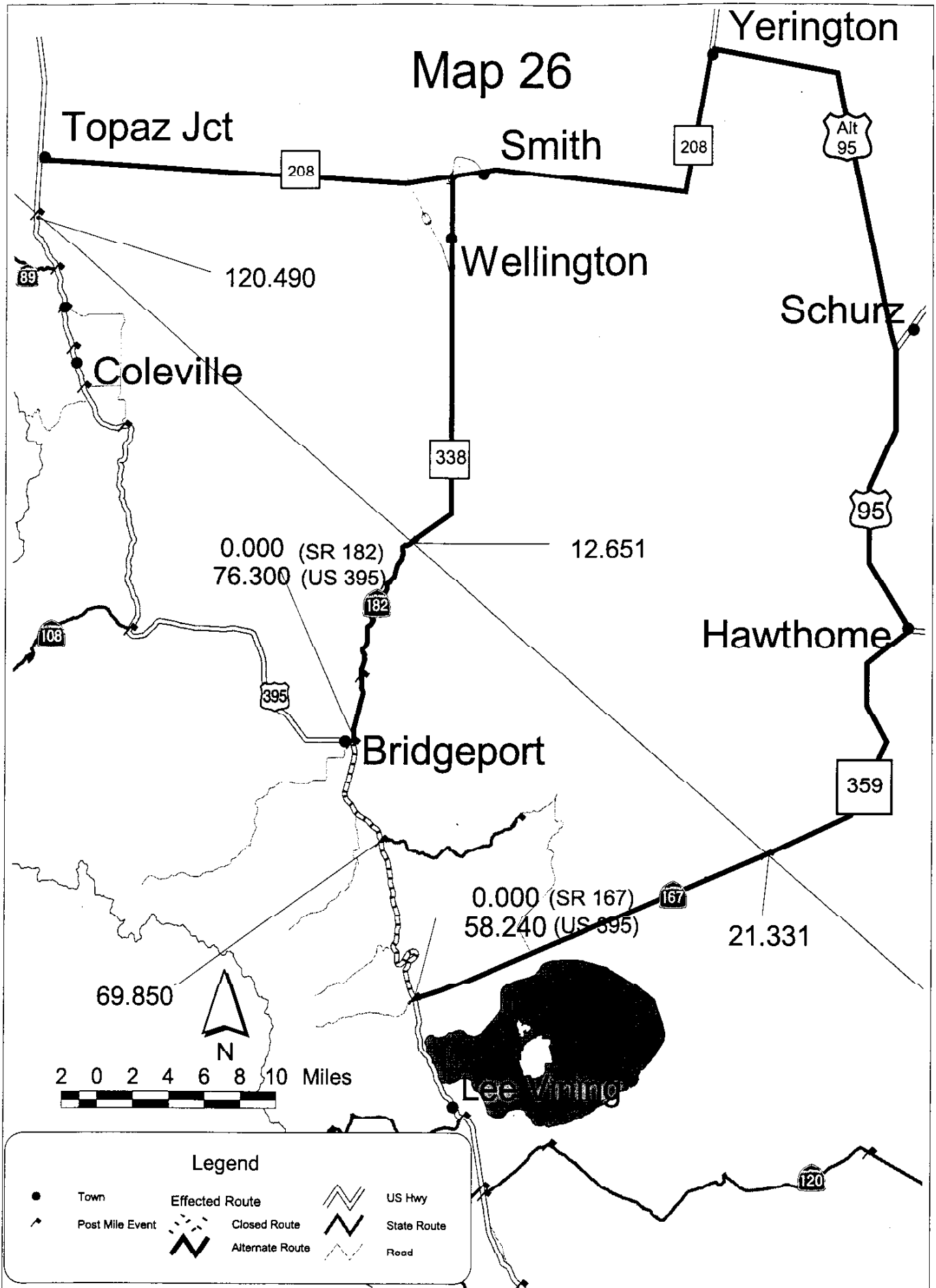
Map 24



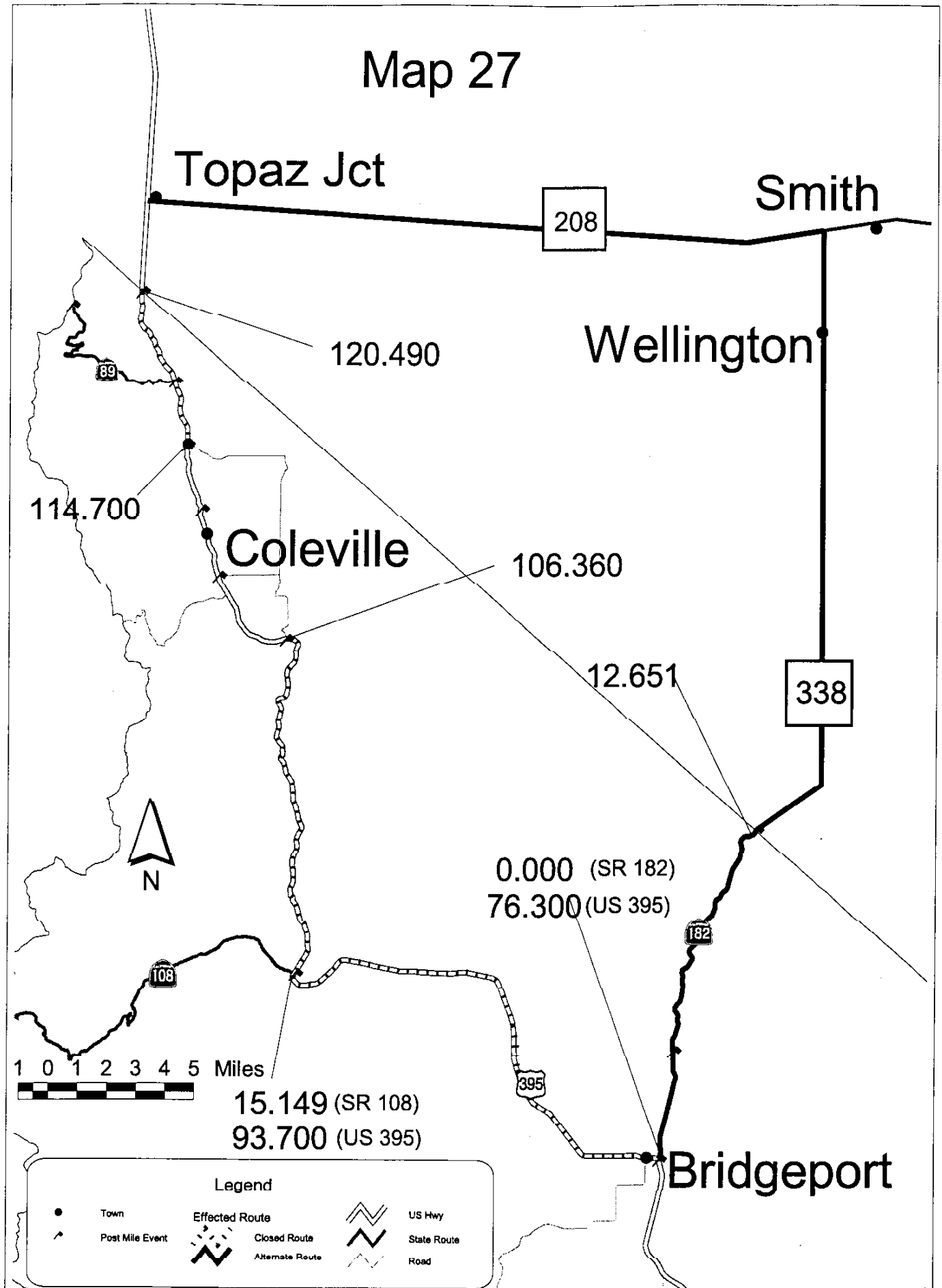
Map 25



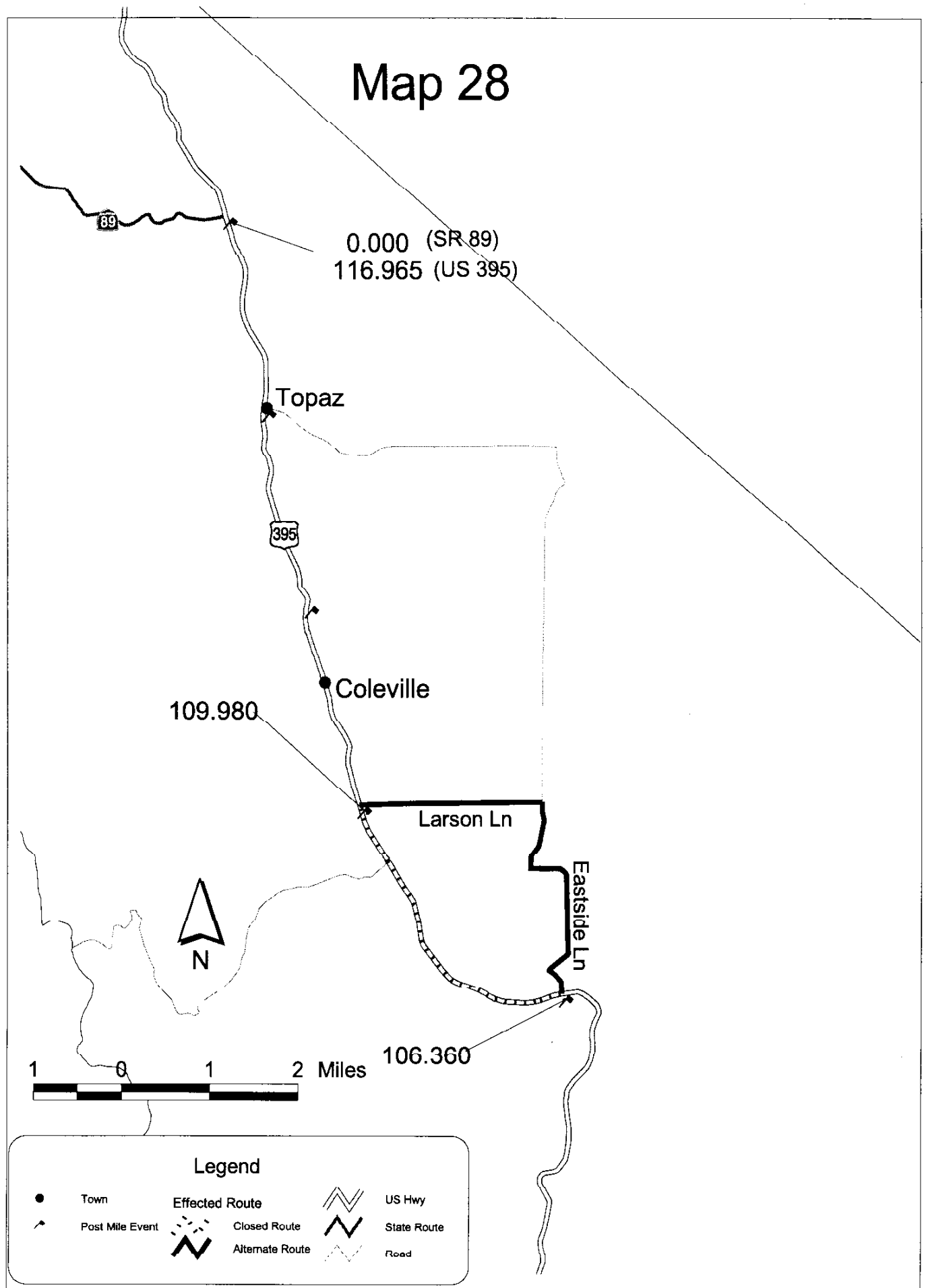
Map 26



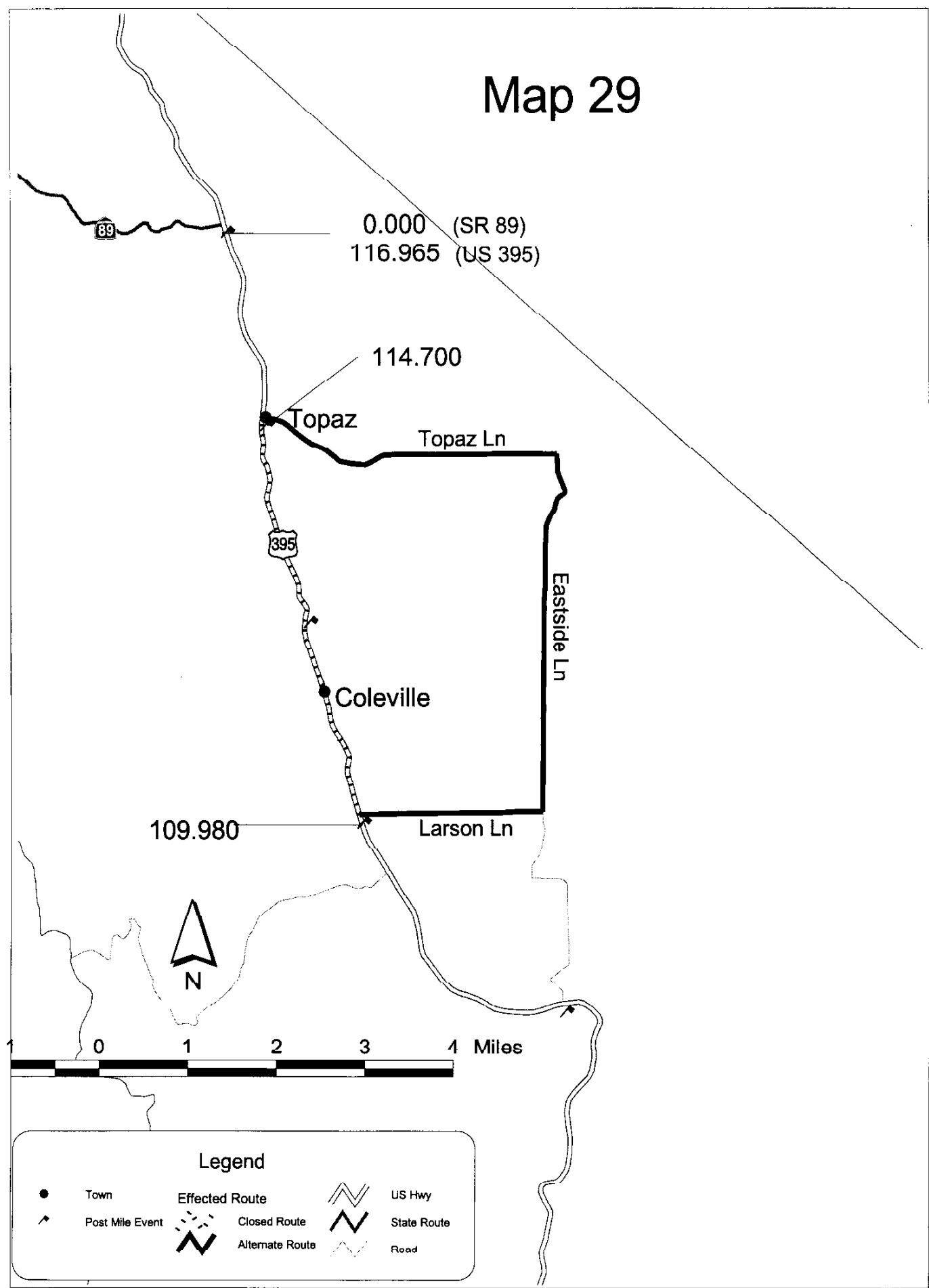
Map 27



Map 28



Map 29



Map 30 - No Alternate Routes

